

JAMES O. HUBBARD: SKIING AND THE SKI PATROL IN NEVADA, 1950S-1970S

Interviewee: James O. Hubbard

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Description

Jim Hubbard was born in 1933 and began skiing as a teenager in Washington in the 1940s. He first skied the Eastern Sierra slopes above Reno in 1954, after being posted to Stead Air Force Base. Since the mid-1950s, skiing has become an important part of the economy and lifestyle of the Eastern Sierra. There have been significant changes in its technology, organization, marketing and safety. Mr. Hubbard was a participant in, or a witness to, much that is important but poorly documented.

In this oral history, Jim Hubbard recalls his rise through the ranks of the National Ski Patrol. The development of different types of ski equipment is discussed, as is the origin and commercial development of various ski areas in the Eastern Sierra. The emphasis of the interview is on Hubbard's evolving leadership role in the Eastern Sierra Region of the National Ski Patrol. The eventual creation of a professional ski patrol was the consequence of various events and circumstances delved into in this account.

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An Oral History Conducted by Edith Swift
Edited by R.T. King

University of Nevada Oral History Program

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CONTENTS

Preface to the Digital Edition	ix
Original Preface	xi
Introduction	xiii
James O. Hubbard: Skiing and the Ski Patrol in Nevada 1950s-1970s	1
Original Index: For Reference Only	47

PREFACE TO THE DIGITAL EDITION

Established in 1964, the University of Nevada Oral History Program (UNOHP) explores the remembered past through rigorous oral history interviewing, creating a record for present and future researchers. The program's collection of primary source oral histories is an important body of information about significant events, people, places, and activities in twentieth and twenty-first century Nevada and the West.

The UNOHP wishes to make the information in its oral histories accessible to a broad range of patrons. To achieve this goal, its transcripts must speak with an intelligible voice. However, no type font contains symbols for physical gestures and vocal modulations which are integral parts of verbal communication. When human speech is represented in print, stripped of these signals, the result can be a morass of seemingly tangled syntax and incomplete sentences—totally verbatim transcripts sometimes verge on incoherence. Therefore, this transcript has been lightly edited.

While taking great pains not to alter meaning in any way, the editor may have removed false starts, redundancies, and the “uhs,” “ahs,” and other noises with which speech is often liberally sprinkled; compressed some passages which, in unaltered form, misrepresent the chronicler's meaning; and relocated some material to place information in its intended context. Laughter is represented with [laughter] at the end of a sentence in which it occurs, and ellipses are used to indicate that a statement has been interrupted or is incomplete...or that there is a pause for dramatic effect.

As with all of our oral histories, while we can vouch for the authenticity of the interviews in the UNOHP collection, we advise readers to keep in mind that these are remembered pasts, and we do not claim that the recollections are entirely free of error. We can state, however, that the transcripts accurately reflect the oral history recordings on which they were based. Accordingly, each transcript should be approached with the

same prudence that the intelligent reader exercises when consulting government records, newspaper accounts, diaries, and other sources of historical information. All statements made here constitute the remembrance or opinions of the individuals who were interviewed, and not the opinions of the UNOHP.

In order to standardize the design of all UNOHP transcripts for the online database, most have been reformatted, a process that was completed in 2012. This document may therefore differ in appearance and pagination from earlier printed versions. Rather than compile entirely new indexes for each volume, the UNOHP has made each transcript fully searchable electronically. If a previous version of this volume existed, its original index has been appended to this document for reference only. A link to the entire catalog can be found online at <http://oralhistory.unr.edu/>.

For more information on the UNOHP or any of its publications, please contact the University of Nevada Oral History Program at Mail Stop 0324, University of Nevada, Reno, NV, 89557-0324 or by calling 775/784-6932.

Alicia Barber
Director, UNOHP
July 2012

ORIGINAL PREFACE

The University of Nevada Oral History Program (UNOHP) engages in systematic interviewing of persons who can provide firsthand accounts or descriptions of events, people and places that are the raw material of Nevada history. The products of this research are the tapes of the interviews and their transcriptions.

In themselves, oral history interviews are not history. However, they often contain valuable primary source material, as useful in the process of historiography as the written sources to which historians customarily have turned. While the properly conducted oral history is a reliable source, verifying the accuracy of all of the statements made in the course of an interview would require more time and money than the UNOHP's operating budget permits. The program can vouch that the statements were made, but it cannot attest that they are free of error. Accordingly, oral histories should be approached with the same prudence that the reader exercises when consulting government records, newspaper

accounts, diaries and other sources of historical information.

It is the policy of the UNOHP to produce transcripts that are as close to verbatim as possible, but some alteration of the text is generally both unavoidable and desirable. When human speech is captured in print the result can be a morass of tangled syntax, false starts and incomplete sentences, sometimes verging on incoherence. No type font contains symbols for the physical gestures and diverse vocal modulations which are integral parts of communication through speech. Experience shows that, in the absence of any orthography for such non-verbal communication, totally verbatim transcripts are often largely unreadable and therefore a waste of the resources expended in their production. Therefore, while keeping alterations to a minimum the UNOHP will, in preparing a text:

a. generally delete false starts, redundancies and the uhs, abs and other noises with which speech is often liberally sprinkled;

b. occasionally compress language that would be confusing to the reader in unaltered form;

c. rarely shift a portion of a transcript to place it in its proper context; and

d. enclose in [brackets] explanatory information or words that were not uttered but have been added to render the text intelligible.

There will be readers who prefer to take their oral history straight, without even the minimal editing that occurred in the production of this text; they are directed to the tape recording. Copies of all or part of this work and the tape recording from which it is derived are available from:

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INTRODUCTION

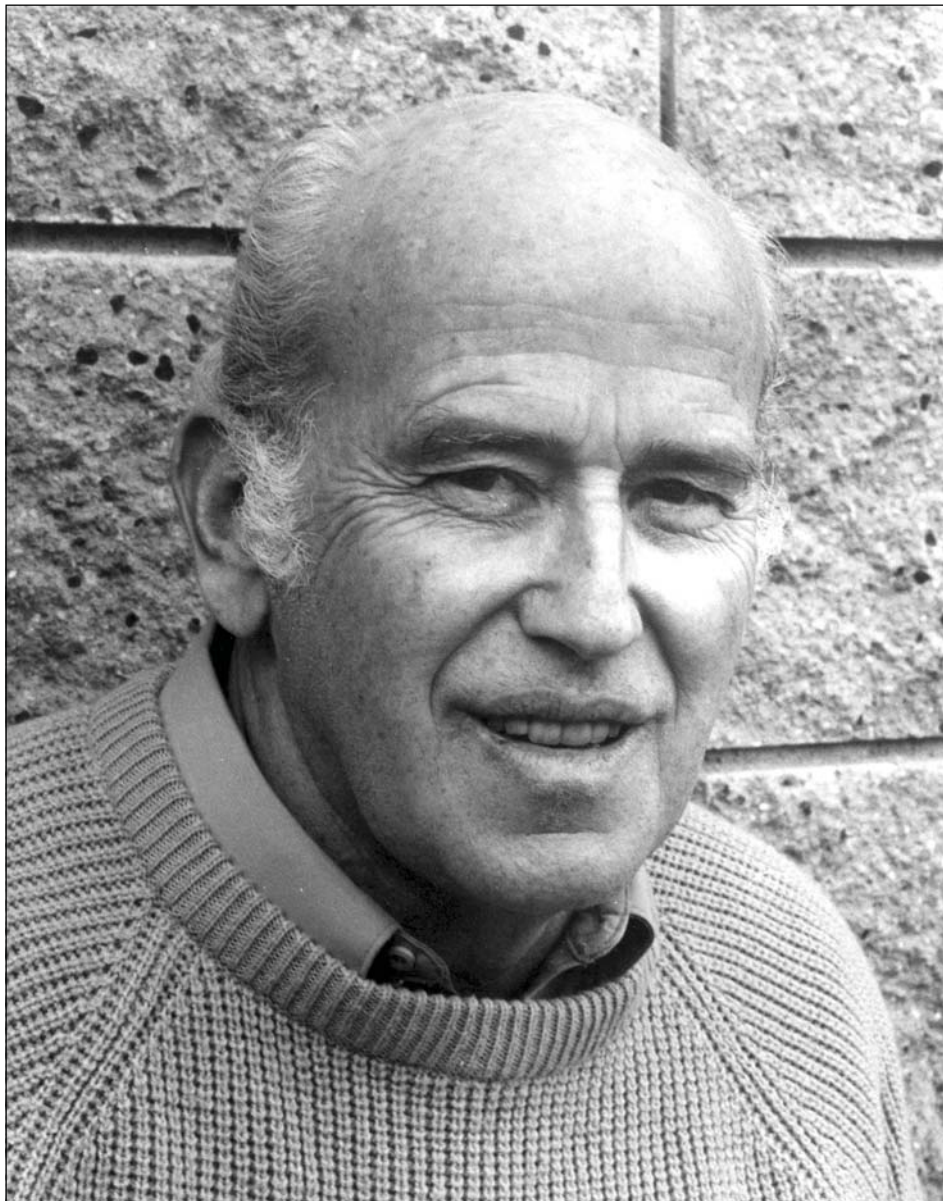
Jim Hubbard began skiing as a teenager in Washington in the 1940's. He first skied the Eastern Sierra slopes above Reno in 1954, after being posted to Stead Air Force Base. Since the mid-1950s skiing has become an important part of the economy and lifestyle of the Eastern Sierra. There have been significant changes in its technology, organization, marketing and safety. Mr. Hubbard was a participant in, or a witness to, much that is important but poorly documented.

In this oral history Jim Hubbard recalls his rise through the ranks of the National Ski Patrol. The development of different types of ski equipment is discussed, as is the origin and commercial development of various ski areas in the Eastern Sierra. The emphasis of the interview is on Hubbard's evolving leadership role in the Eastern Sierra Region of the National Ski Patrol. The eventual creation of a professional ski patrol was the consequence of various events and circumstances delved into in this account.

I would like to thank Mark Magney, Don Shanks, Grace and Bud Schoenfeld, Keston

Ramsey, David Cable, Alvin McLane, Bill Berry, Al Mundt, Leon Stanley and Ed Powell, whose expertise in the development of skiing in the Eastern Sierra helped me prepare for the interview.

Edith Swift
1986



JAMES O. HUBBARD
1987

JAMES O. HUBBARD: SKIING AND THE SKI PATROL IN NEVADA, 1950S-1970S

Edith Swift: I am interviewing Jim Hubbard at his house in Washoe Valley to discuss his involvement in the National Ski Patrol in Washoe County from 1959 until 1985. Mr. Hubbard, where and when were you born?

Jim Hubbard: I was born in 1933 in Pitcher, Oklahoma. We moved when I was 2 years old to the Pacific Northwest. That is where I went to school and where I grew up.

My father's name was Homer Hubbard and my mother's name is Orawanda Hubbard. My father was a painter. When we went to the Pacific Northwest, he worked for Boeing Aircraft for several years before he died in 1952. My mother worked at Boeing Aircraft until she retired in 1982.

I started school in Longview, Washington. I finished high school in south Seattle. I went to the University of Washington for 2 years and then entered the Air Force.

I started skiing when I was in high school; I was, if I remember right, a sophomore in high school. I started skiing at Snoqualmie Pass at the Summit Area. I also skied at

Ski Acres. As we became more advanced, we also skied at Chinook Pass, which was undeveloped, and at Stevens Pass Ski Area.

How did you start skiing? Did your parents encourage you or did you start on your own?

Neither one of my parents were particularly interested in skiing. They were interested in supporting me in my interest. I went skiing the first time at the Summit Area with a church group. We all borrowed or rented skis of some sort. We went up to the area and tried to make our way down the mountain. We had no lessons. There was no grooming, and it was all rope tows. None of us had any idea how to ski or even how to approach coming down the hill.

When you were beginning skiing, you measured your skis by seeing how high you could reach over your head. The bindings were usually a Dovre toe piece with a cable that clamped firmly around the back of your boot. The cable was all that held your heel down on the ski. The boots were quite soft

and were made out of heavy leather. The boots didn't really give any support to the ankle. They weren't very high and came right to the ankle. Once you clamped the binding tight, your foot was in there to stay. There was no release unless you came out of your boot or broke your ski. There were no safety bindings at that time.

How old were you when you first went skiing?

I was 14, as I recall. I might have been 15.

Your skis were made of wood?

That's all that there was at that time. Right after World War II there were some attempts to make some aluminum skis, and I saw a few aluminum skis at that time. The best skis available were laminated wood skis. They had edges, but they were segmented and held on with screws. They came off quite easily. They always seemed to be breaking.

Why did you start skiing?

It was because the rest of the group was interested in it. There were 4 or 5 friends of mine, and we were able to pool our money and get up to the ski areas. We tried to find some form of transportation and ski as much as we could in high school and in college, too. Skiing was one of the reasons that I left college. It was very difficult to go to class on Monday morning when you had been skiing all weekend. You were not in very good shape on Monday morning.

Skiers didn't progress at that time as fast as they do now. There was no grooming. The method of skiing was the Arlberg method, which used upper body rotation to power into the turns. The first turn that I learned even on downhill skis was a modified Telemark turn.

The snow was heavy and most of us felt pretty good about getting down the hill. It was much later that I thought that I was skiing very well, but I still had quite a built-in stem turn.

Describe the Arlberg method.

The Arlberg method was rotation and counter-rotation. In order to turn to the right you counter-rotated your upper body to the left. You then rotated rapidly to the right to power yourself around the turn. You usually initiated the turn with a slight stem. People that were very good at it didn't need to initiate the turn with a stem, but were able to do it entirely parallel.

Would you describe the Telemark?

You see that commonly now as a cross-country turn. The ski that is to the outside of the turn you extend quite a ways forward. The ski that is to the rear, you kind of point the toe of it toward the boot of the extended ski to make them form an arc. You do long radius turns that way. You'll see people skiing that way on the hill with cross-country skis.

Did your parents support you in skiing through school?

I worked part time in high school and college for a sporting goods store. That's how I got any extra money that I could in college. A fringe benefit of that was that I could use skis from the sporting goods store. I was pretty good at repairing the bindings because that was one of my jobs. That income helped and it really didn't cost much to ski then. The most difficult part was to get transportation to the hill.

We had a rental program at the sporting goods store and I repaired the skis that came

back damaged and put new bases on them. They had to be stripped down once a year and a new base wax put on them. The edges had to be filed and sharpened. I had to replace broken edges and bindings. You didn't have to worry about adjusting the bindings, as there was one adjustment and that was to make them as firm as you could. You had to adjust the cable to fit different boots. There was some adjustment in the Dovre toes pieces, also.

Up there the snow was always wet. It was wet and heavy, and if you got any dry snow it was rare. Ski areas in the Pacific Northwest are only at 3000 feet elevation. We skied a lot in the rain. In wet, heavy snow it took a very soft wax to let you ski at all. The Summit Area had an application that they called bear grease. On wet, sloppy days you would take your skis in, and they had this pot bubbling on a hot plate and they would take a brush and dip it in and paint the bottom of your skis. It was something that looked a little harder than vaseline, and that is what let you slide downhill. It was a paraffin-based wax, a very soft wax. You put it on very thick. It was maybe a sixteenth of an inch thick on the bottom of your skis. It would last you a morning, and then at noon you would come back for another application that would last all afternoon. It was equivalent to the soft klusters, a type of wax that they use in the cross-country skis now.

Was this used because the base was only made of wood?

You had wood, and there was a sealing coat that went on it. It had a paraffin base. It was painted on, and it actually rubbed smooth and it was called a base wax. As I recall, the solvent that they used was like acetone, so it was painted on like lacquer and you smoothed it and that protected the wood.

Did you rub it in with a cork?

You did that after you got the base wax on. You put on the first layer of heavy wax. They had the red, silver, blue—all of those were available. You rubbed those in with a cork to get it nice and smooth and solid, and that would handle you most of the time; and then on those wet sloppy days, you would paint that bear grease over the top.

What colors were for what conditions?

Each manufacturer had a little different color. Silver was generally for the warmest or wettest snow. Blue was for the coldest snow. Purple was for some condition in between.

What was your motivation for working in the sports shop?

Most boys in high school in the late 1940s and 1950s tried to get some outside work. This was a supplement to the income. Most parents then, of my friends, didn't give their children an allowance. If you wanted money to go on dates or to go skiing, you had to earn the money in some way. We certainly weren't well-to-do at all.

How did you get the job?

I had a hobby when I was about 12 of tying trout flies. I learned to tie them fairly well. After I got by the hobby stage I started selling them to sporting goods stores, and this one store asked me if I wanted to come to work there. I had some other work to do for them, and I could still tie my trout flies at home.

Did you compete at skiing when you were 14 or 15?

No. Not at all. At the beginning of my skiing, I must have stayed in the snowplow or wedge for a year or 2, doing full stem turns. The only lessons that we received was when one of the groups of 4 or 5 boys my age could stand on the hill and listen to a ski lesson that was being given to another group, and that person would eavesdrop and come back and show everyone else. We didn't progress very fast. I didn't really get serious about skiing until after I went in the service. I didn't think about ski patrolling or competition until after the service.

Did you mention all of the areas that you skied at in the Pacific Northwest?

There was an area at Paradise Lodge at Mount Rainier that was only open in the spring. We went up there once or twice. Primarily we went to Chinook Pass. We would go up there early in the season, when they had the first snow. We would climb up a slope and ski down. There were no lifts there. The only operational ski areas were the 2 at Snoqualmie Pass and one at Stevens Pass, which was a really nice area. They had a T-bar and they had a chairlift at that time. The Summit at Snoqualmie Pass only had rope tows. They had very, very long rope tows. Ski Acres had a chairlift, which was quite unique.

A typical chairlift looks like those that might be seen today at Squaw Valley, where you get off on a ramp at the top. Chairlifts haven't really changed a lot. They just work a little better now.

Was skiing popular in the 1940s?

I never heard about it much. None of my family or friends in grade school had ever skied. Skiing was something that only the idle rich did. In high school we went up in a

church group as an outing, and we found that it was something that we could enjoy. Several people of that group continued to ski. There was a different circle of people from the ones I knew. There were all kinds of people skiing. One difference that they had then, that has been lost since, was that they had constant music being played at ski areas. People learned to ski by learning to ski to music. I suppose now they would have trouble figuring out what kind of music to play. At that time most of the music that you heard was Scandinavian-type music. There were schottisches and polkas. It was quite common. It was at the Summit and at Stevens Pass also. It was played out of a loud speaker that came out of the base lodge. It gave a special atmosphere to the area.

What were your clothes like for skiing when you first started?

In the Pacific Northwest there was an emphasis, because it was so wet, on wearing wool. Whatever you wore during the day was going to get soaking wet. Ski pants were wool pants. They were much roomier; they didn't fit tight, and they had a strap that fit under the foot and they went into the boot the same way that they do now. We wore goggles, and sometimes we wore something like light gaiters. The full length of the leg of the pants was loose. The wool is still warm once it gets wet. We waterproofed them, and there was several waterproofing compounds on the market. We always carried a raincoat, too. It was usually raining in Seattle when we left. We could have a guessing game about when it would turn to snow, and often it never would turn to snow. We would still ski.

Except for the bindings and skis, skiing hasn't really changed that much. No major turnarounds have occurred in other

equipment. There has been the advent of polyesters. We had nylon parkas then. We didn't have the well-insulated gloves. We didn't have plastic boots that kept your feet warm. Your feet got cold up there. You had to wear enough socks to keep your feet warm, which meant that your boots had to have room for those socks. A lot of the ski gear then was what you see cross-country skiers wearing now. Knickers were quite popular. I have a parka that I got in 1951, and it was a nylon shell parka. It was a pullover parka, and it was very much like what some of them wear today. We had down parkas, too, but they were out of the reach of a lot of us.

Lodges were more human then. I don't know if I am saying it right. They were more attuned to the skiing public. There was a place to sit down and eat a sack lunch, and you could come in and get warm. You could buy hot chocolate or coffee. Hot cider was always there, and the prices were very reasonable. Now if you go to most ski areas they kind of frown if you go into their cafeteria and eat a sack lunch. Everybody back then brought their lunch, and that was the common thing back then. They had hamburgers and hot dogs back then, and that was it.

Why do you think that there has been that change?

That is a far-reaching question that deserves a far-reaching answer. Ski areas used to be founded by skiers who liked to ski and who weren't necessarily hard-headed businessmen. They were content to make a smaller profit, and didn't know that they could make a larger one. As the years have gone by, skiing has become a very large business. I think that every facet of that business is looked upon as a profit-making area. The cafeteria must support itself and a lodge

must justify an income that will support it. I suppose that is the difference. The base lodges were warm, but weren't any architectural masterpieces. Some of them were old and were like warming sheds.

When you finished high school, what type of career goals did you have at that time?

I didn't really know when I got out of high school. I entered the University of Washington in engineering. Nineteen fifty-two was when I graduated from high school and I went into the University of Washington that fall. It was a few years later that I gave up the idea of becoming an engineer and went in the Air Force. So I guess that I had no particular career goals. When I was in the Air Force I was in for 3 years and decided to reenlist again. I was in the Air Force for a total of 6 years and 8 months.

During my years in college, skiing was one of my downfalls and so was partying on the weekend. College life in general was a lot of fun, and I didn't seem to discover that it was also a lot of work. I was in engineering and my hobby was photography. I was on the photography staff at the University of Washington and took pictures for the school paper, yearbook and magazine. The pictures were primarily of university activities. I tried to work my way through college with photography, and I also worked at the sporting goods store.

Did your skiing change in college?

There was a school of skiing taught by Emil Alle of France. I believe that that was the Arlberg technique. He had a refinement of it, but it was basically an upper body rotation. Turn your upper body hard and hope that your skis would follow in the same direction.

The christy was the common terminology then—uphill christy and downhill christy. The ski patterns were the same as they are today, and the skis moved much the same that they do today. The body moved a lot differently than it does in skiing now. Modern skiing is a very easy technique; then you had to be an athlete just to make a turn. Part of that was due to the equipment that was available.

Were there any new developments in ski equipment from the time you were in high school until you were in college?

No. We did see some aluminum skis come in. They were considered inferior skis at that time. Rossignol was a big name in skis even in the early 1950s. The other skis that I was familiar with were the Olympic skis. Olympic was a model of the ski company, Anderson and Thompson. They made a lot of wooden laminated skis in the Pacific Northwest. Heads weren't around at that time.

Aluminum skis looked like old-time skis made out of aluminum. I never did ski on them, and we figured it was a poor attempt at replacing a wooden ski. There were aluminum poles and bamboo, too. The baskets were a little larger. Some of them were an aluminum ring with leather banding through the main pole. The aluminum poles were the most popular.

You left college in your second year. Why?

I wasn't spending as much time in college as I should. I wasn't very interested in engineering. I don't think that your testing toward your career choices was done very well at that time. I was in a financial bind going to school. Essentially, I wanted to do something else. At that time you were packing along a draft card; the Korean War was in progress,

and if you didn't want to go to school you better find a branch of service to go into or you were going to be drafted. So I went into the Air Force. I was in the Air Force ROTC in college and I liked it. Again, not with any clear choice, or thoughts, I just woke up one morning in late 1953 and thought that I would go into the Air Force.

Where did they send you first?

They sent you to basic training. You make choices of career fields in order of priority, and I listed survival training and search and rescue as an alternative or as fifth choice. During the course of basic training some people came from Stead Air Force Base and tested applicants for training as a survival instructor. I guess because of skiing and in growing up interested in the out-of-doors (I was in scouting and I liked hunting and fishing, partly from the sporting goods store), I applied for it and I passed all their tests. They sent me to Stead Air Force Base in Reno for further training. I went through training there for 6 months, and that was the field that I ended up in as a survival instructor.

They selected you at basic training for your past experiences. They expected you to know quite a bit about the out-of-doors. Teaching techniques and lecturing were emphasized in the training. We went to several "survival experiences." One of them was a starvation trek and then a long walk. There were mountain climbing expeditions and winter encampments. There was the matter of gaining the experience that we might not have had. When we completed training in late 1954, we were assigned air crews coming into Stead Air Force Base for survival training. We went up into the hills summer and winter with the air crews. We taught them how to survive, basically.

Our primary instructor was one by the name of Merle McCollum. His nickname was “Mugsy,” and he is a game warden in Elko now. The last I heard he is still active in the area. Glen Hawkins was one of our favorite instructors. Glen is still active in the area and works for one of the banks—either First National or Valley Bank. He may work for Security. A man by the name of Joe Mazerall and Clancy Hughes, they were all instructors at Stead at that time. There were many, many more, but those are the names that I can remember.

Do you remember any experiences that were dramatic when you were taking these men out to train them? Was there an experience when everything went wrong or was there a humorous experience?

There were a lot of each. Each class was on the base for a period of 17 days. Later on it was lengthened to 20 days for each class. There was a total class of 400. There were 10 or 12-man crews that went to the hills. Each crew was assigned a survival instructor and sometimes an assistant instructor. They were on base for 5 days to receive supplies and to become acclimated to the higher elevation of this area. They were taking parachute training and other training on the base. Then they went to the hills and were in the hills for about 10 days. During that time you walked about 40 miles in the winter and about 60 miles in the summer. You would go from one point to another, and at each point you would have a task to perform. You would go another day or 2 days to the next point.

The important thing was that these people were being taught to survive, and they were given rations in the hills—approximately a day to day-and-a-half rations per man—to last for that trip. The amount varied. They had more

rations in the winter, because in the summer there was more plant food available. They were hungry all the time. The rations that they were given were special high-protein, high-fat meat food product bars, and a lot of people’s systems did not react well to that. Some would get violently ill after overeating their ration the first or second day. If you were doing your job as a survival instructor, you would show them how to prepare the food and then they would get along very well.

In winter, the treks were primarily from the Dog Valley area to Hope Valley and Sardine Valley, and down through what is now the Stampede Reservoir. There would be a pick-up point down near Highway 89, where the Little Truckee River crosses 89 near the Bickford Ranch area.

One incident that I remember...we were coming from Hope Valley toward that bridge where the Little Truckee crosses Highway 89. We were trekking along the river at night, and it was a violent snowstorm. Big snowflakes were falling, and it was wet. We were trying to hike along, and the snow was building up on our packs and on our snowshoes. We finally got into camp that night at Bickford Ranch, near that bridge. We tried to build shelters, and the snow just kept coming down in great quantities. We had waded across the river the night before and everybody had gotten soaking wet. We had to get dried out. In the morning the snow was turning to rain. That afternoon we were picked up by trucks, and because of the storm it was all they could do to get us back to the base.

Four or 5 of us were going to drive up to Seattle that afternoon, and we got out of the base about 7:00 that night. I drove up to Seattle in a howling rainstorm. There were high winds and the water was rising all around us. Bridges were washing out behind us. That particular storm was the beginning of the

Reno flood of 1955. It was the Christmas flood. We were in the hills when all of that started. It is hard to believe, but we weren't that uncomfortable or in that much danger. It rained up to 8000 feet elevation after we got out of the mountains. It brought down the entire snowpack that was up in the hills at Christmastime. That event I remember very well.

You had a problem with hypothermia at that time?

Hypothermia is a subject that is taught and covered today, but it was virtually unknown in the 1950s. When we were teaching survival we knew about people that died of exposure. Most of the research was done at that time and became more evident later. It wasn't until the early and middle 1960s that we started getting that information in the Ski Patrol.

Were the shelters already built that you were going to use on the trek?

No. The students all carried parachute material with them, and the purpose was for them to make shelters from material they might have in an actual survival situation. The instructors could carry what they wanted to, but we usually just carried parachute material.

Were any of these people that were at Stead Air Force Base involved with the Ski Patrol later?

Well, Bob "Tex" Tankersley arrived at Stead within a couple of days of when I arrived. We were together all through the service. He was an instructor at Stead at that time. There were several people there that I knew, who are active in the community today. Vince Swinney, the Washoe County sheriff, was a survival instructor when I was there.

Vern Calhoun is still the state's narcotics chief; he was an instructor there. Those were the 2 that first came to mind.

You didn't use skis, but snowshoes, on the survival treks?

When we went through the same course that we had to teach the students later, our instructor, Clancy Hughes, used skis. By the time I was an instructor we found out that it was quite difficult to work with 8 or 10 people who were on snowshoes if you were on skis. You were responsible for them, and you would just run off and leave them on the downhill. They were trudging along and you didn't want to lose them. On our first trek we got a day out of our first camp and we lost the instructor, who was on skis, and didn't see him until the end of the trek. He was separated from us with the rest of the crew. The crew was split in half, and he was with the other half. We did quite well without him.

I taught various parts of survival, and I was a walking instructor until I became an NCO [Non-Commissioned Officer]. After that I was a squad leader and was responsible for 4 or 5 instructors with their crews. The last 8 months that I was in the service I was teaching new instructors. That was the most fun. I finished with the Air Force in 1960.

Can you describe the skiing you did when you first came to Reno?

That was in 1954. I can't recall whether it was 1954 I went skiing, or was it the next winter after that? But I went up to Sky Tavern and rented skis. That was the first time that I had skied at that area. Four or 5 of us from Stead went up for the day. We all got interested in it about the same time. Stead had some skis that we could rent. Some of us were able to

buy skis. The second winter—1954 to 1955—I know we skied quite a bit and primarily at Sky Tavern.

I remember taking the old chair up to Slide, the one that goes up to Slide Mountain from Sky Tavern. Ringer was the manufacturer. It was a German-made chair. I don't recall what they called the lower part of it that went from Sky Tavern to the Slide Mountain area. You transferred and went up another chair to the top of Slide Mountain. That lift, the one that went to the top of Slide Mountain, is the one they now call the Pioneer Chair.

At that time it was related to me that when Slide Mountain was first opened, it had quite a sight-seeing business. The chairs were designed so that you could get on and off the chair without having skis on. The way you loaded the chair (if you didn't have skis on) would be to walk out in front of the chairlift at the bottom, and it would pick you up just like if you were on skis; then it would take you up to the top. When it got to the top you would stand up and stand still and the chair would break around you. The 2 chairs would be side by side and swing out and go around you, and they would go to the bottom and pick up the next people. Later on, when they were taking only skiers, they still had that same system. I don't know whether they had a lot of injuries, but they sure had a lot of people knocked down at the top of the lift. When you got off the top with skis on they needed a mat on top of the snow so that your skis wouldn't slide. So you stood up, and the chair would break around you. Almost everyone tried to ski out of the chair, and there was no place to go. Later on they repaired that chairlift and took the old chairs off and put on newer chairs and built a ski-away ramp, so that you could unload in a conventional manner. Those towers that are there now are the original towers.

When you skied from the lower end, the route that you took would go all the way to the top of Slide Mountain, and then you would ski down, essentially, the Northwest Passage Run until it hit the old highway, which came between the present Mount Rose Ski Lodge and Northwest Chair lower terminal. You would then ski the old highway until you could ski over the top of Sky Tavern. Then you would ski down the Sky Tavern face and then over to the base of the chairlift. The base of the chair was over where the jump hill is now.

Was Slide open in 1954?

Yes, it was open. At that time you couldn't drive over the summit, because the summit highway went right across the face of the ski area at Sky Tavern, and went up to what is now the lower part of Mount Rose, and then up to the summit. It stayed closed in the winter until usually the weekend after Easter. Then they would break the road through to the lake. Then Sky Tavern had to close down because they had this trench right through their ski area.

When was the parking lot put in at Slide Mountain?

I'm not sure, but I think that it was around 1954. I guess when I really started skiing at Slide was 1957 and 1958 when I joined the Stead Ski Team. We went up there and skied as often as we could.

In 1954 I remember riding that lower chair and making that full circle of runs in the area of Sky Tavern and Slide Mountain. The major thing that I remember was that there was an awful lot of snow that year. We did have difficulty coming down through the hill. There were only a few tracks coming down

the Northwest Passage where we went, and it was quite an adventure. The trip seemed quite long. It took us awhile to make the trip from the top down to Sky Tavern again. We made one or 2 runs that day and then skied the rest of the time at Sky Tavern.

People that I skied with later asked me to be on the Stead Ski Team. So I was getting more proficient in skiing, although, in looking back at it and knowing what I know now, I probably wasn't a very good skier.

I thought that I would like to learn to be a ski jumper. Well, the jumping was done at Sky Tavern where the jump hill is now. I think that the jump was a 20-meter jump. I turned out for that, and we had an instructor that was in the Air Force. His name was Odd Bjørke. He became quite well known and he taught survival to an awful lot of civilians around the Reno area—survival classes. He later made a movie about shelter-building in winter areas. It was called Castles in the Snow, and I think that most groups that have got into backcountry survival have seen that film.

Odd Bjørke was trying to teach us ski-jumping, and none of us had jumping skis. We were practicing off a very low jump that came off of the outrun of the main jump. I lasted for about 2 days. Finally it was determined that I wasn't going to be a ski jumper. I determined that when I came off of this low jump on a pair of wooden skis, and I had Dovre toe plates and long-thong bindings. He kept telling me to get further forward and arch my back and get out over my skis. When your skis are of that type, then you can't lift your heel. All that manages to do is to point your ski tips down. The last jump that I remember making, I was very far forward, and when I landed I drove both ski tips into the outrun of the ski jump. I actually buried them in the snow. Then my head hit the ground next and I flipped end over end down the rest of the run. I didn't

break anything but my pride, but I didn't do much ski jumping after that.

Then I turned out for slalom and giant slalom. I raced in 2 or 3 Air Force meets. I didn't do anything outstanding but managed to finish the courses. I raced downhill one time and that was a disaster. I did the first 2 gates fairly well and then fell on the second gate, but as I did I lost my goggles. I tried to ski the rest of the race without goggles. It was in a snowstorm. I can still remember that race, and I'm still not sure when I was on the snow and when I was not on the snow. I was at Slide down Central Pacific. I did all right in slalom.

I don't think that anyone would look back over my skiing career and say that I was a strong competitor. It was a lot of fun. A man by the name of Rick Burgess, who worked at the Elks Club in Reno for many years and who is still active in Reno area, was a kind of honorary coach, and he worked with the guys from Stead. He attempted to make competitive skiers out of us. He was a very good skier. Most of the members on the Stead team, including myself, greatly improved while he was teaching us.

Where did you race?

There was a meet at Stead. There was another meet on Donner Summit—it may have been Sugarbowl. There was a meet in Colorado that I didn't get to go to for some reason or another. There was a meet at Slide. I attended 3 or 4 meets over a 2-year period. The main purpose for joining the Stead Ski Team was it gave me a chance to ski free. It also got me out of some duty on the base.

The only real difference between the racing now and then was if you were a slalom racer, the only way that you got to the top of the lift to ski it was to sidestep up the course to learn where the gates were positioned.

That, of course, packed the run down and hardened it up. The courses then were much softer compared to the courses now, which are very hard. These were quite soft and would rut up very deeply. If you were late in the running you were skiing almost in a channel. It was hard to maintain. It is somewhat like the slalom courses that we have at Sky Tavern on the weekends— the Junior Ski Program.

Had the equipment changed since you were in college?

There were better skis. Head skis had been introduced in the market. I don't recall having any Heads. I was skiing on Kneissels. There were most of the major names that you see now, with the exception of Dura-fibers that were made in Carson City a few years ago, Hexcel, Salomon...I don't remember them, but Kneissel and Rossignol and there was another one that was quite famous at that time. There were very few competitive skis made by American manufacturers at that time. Anderson and Thompson only made recreational skis at that time. They had some that would have been competitive skis, but competitors wouldn't use them. I think that it was the 1960 Olympics when someone finally skied on something other than solid wood skis. I don't think that anybody won much until the 1964 Olympics. Then they caught on at that time.

Do you remember any members of the Stead team?

One that is still in the Reno area is John Stark. He was probably our best skier. He is in the area and works in construction. There was a guy by the name of "Smiley" Squires—I can't remember his first name. There was a Lieutenant John Keene. There were 4 or 5

more. The Stead Ski Team—if it wasn't a joke, it was close to it.

What do you remember about Sky Tavern and that area when you first started skiing until 1958?

The area has not changed very much. There is the addition of the jump hill area. The original T-bar went up where the Herz does right now. There used to be a rope tow over where the Rocco lift is. It seems like for a short time there was a T-bar or variation of a T-bar that went to the top of that hill up to where the face of the Rocco is now. That's really all the changes that have been made. All the new lifts had been put in when the cities of Reno and Sparks and Washoe County contributed to the purchase of the Sky Tavern area from the Mount Rose organization. I am trying to remember when that was. I think that it was 1967, 1968, when Sky Tavern became a city-owned area.

While I was on the Stead Ski Team and when we were training, that is when I became interested in Slide Mountain. We went up to Slide Mountain and skied up there most of the time. In the fall of 1959, several of us, including Joe Mazerall and John Stark and 2 or 3 others, formed the Stead Ski Patrol. Most of us by that time had been to an Air Force paramedical school, and Joe asked all of us to take a Red Cross first aid course in addition to our paramedical training. The Red Cross first aid course, the way it was at that time, was almost an insult for us to take, because of the training that we had had. But we all got our advanced first aid card. Then we formed the Stead Ski Patrol. The Stead Ski Patrol lasted for 6 years until Stead closed in 1965.

I got out of the service in 1960, and then I went into the Reno Ski Patrol. In 1959, we took our basic ski patrol training at Sky

Tavern. Smokey Davidson was the one that I remember primarily helping us out on the hill. Joe Mazerall learned to ski in 1958 or 1959; he was an old man compared to the rest of us. He was in his early forties, and he was a senior master sergeant at Stead. He had learned to ski under Gordie Wren. Gordie Wren had the ski school at Sky Tavern, and he insisted that there was no reason to learn the snowplow or wedge technique at all. He thought that you could go from the basic walking on skis to parallel skiing without the wedge transition. That is the way that Joe learned to ski.

I mostly was skiing at Slide in 1954. Smitty [Don Smith] was at Slide the whole time that I skied there from 1959 until the later part of the 1960s when he left. Sky Tavern was like a hotel, and they had rooms that they rented. There was a bar up on the main floor, where the assembly area is now. The first person that I remember there was Harold Penny, who was a bartender at Sky Tavern. There was also Roy and Dorothy Fallon. Harold might have worked there before the Fallons did. The last time I remember seeing Harold Penny, he worked at what was called the Rosemont Lodge, which is the Reindeer Lodge now. Dorothy and Roy Fallon were active in an organization called the [Mount Rose] Upski Corporation, which I believe owned Sky Tavern in the early 1960s, up until 1965, 1966. They sold the corporation to the people who developed the Mount Rose Corporation Area. When the Mount Rose Ski Area was developed fully, Jim Luescher was involved in that. He was primarily the owner-manager. Then there were the Booze brothers from Switzerland—they were involved with him, and they were the ones who sold the Sky Tavern area to the city of Reno.

From 1954 to 1958 as when I went up there on weekends with buddies from the base, and we skied as much as we could. We

had a 5-day period off after each trek, and we spent quite a bit of that time skiing. We didn't have any formal time until we got into the Stead Ski Team at a later time.

During the period 1956 to 1957, the Mount Rose Highway was upgraded. It followed the present route that it is on now, bypassed Sky Tavern, and went over the shoulder there where the Mount Rose parking lot is, on up by Tamarack Lake up to the summit. When they made that route, then Sky Tavern became more of a distinct area and wasn't limited as to when the road had to be closed in the fall and when the ski area had to shut down in the spring. It also gave better access to the Slide parking lot, at least better than before. The new highway took the route that had gone up to Slide Mountain and continued on from the Slide Mountain junction up the present route to the top. Then most people started to drive up to Slide, and they closed the old lift from Sky Tavern up to the other areas. They became 2 distinct areas rather than having the option of skiing at Sky Tavern and going up to Slide any time that you wanted.

You didn't ski Bonanza and Fremont and those runs?

When I first started skiing at Slide, 1957 or 1958, all those runs were developed. Those are the runs to the left of the present Overland Chair. When Slide was developed they were named after early Nevada history figure Central, after the Central Pacific Railway; John Fremont; Bonanza was the Big Bonanza; and the Silver Dollar Run and Gold Run all had to do with the background of Nevada history. There was Washoe Zephyr that was there then. I was trying to think whether Shangri-la was the name of a run; it might have been nicknamed. The valley between Shangri-la and Silver Dollar was always called the toilet bowl.

How did that originate? I can imagine.

That's how it did.

When did they name those runs?

Those were named initially in 1952 and 1953. At that time they were a little narrower. Bonanza had one or 2 big trees out in the middle of the run about halfway down. You went around both sides of them. Where Bruce's is now, we used to ski a lot, because that is where the snow used to remain in the trees. There would be good powder snow over there when there wasn't any anywhere else. That was 1958, 1959.

You didn't ski the chutes between Mount Rose and Slide Mountain until you got into the Patrol?

The chutes have always been avalanche chutes. People only skied them in the spring. They avalanche continually during the coldest part of the year. Either ski area has always treated them as off-limits, and if anybody has skied them it has been at their own risk.

When Slide Mountain was operating at the early stages after Mount Rose opened there used to be a run where you could go to the top of Slide (you had a pass at Slide). You would ski down Northwest, and then come out on a foothill trail and ski to the junction of Slide Mountain and a shuttle bus would take you back to Slide. Northwest was an advertised run of Slide Mountain for years after Mount Rose opened.

Before Rose opened, you had a choice of 3 runs. They weren't formally laid out. There was Bull Whip, Northwest, and then there was Kit Carson. All of them ended up at the same area at the bottom. You had to ski out that foothill run down to the Slide Mountain

junction. The "backslide" was a difficult area to patrol: if you had an accident, you had to ski down Northwest with a toboggan, pick up the accident victim and continue down the foothill to the shuttle bus. The shuttle bus would pick up you and the victim and the toboggan all at once and take them back to Slide to the first aid hut. None of those areas were groomed, of course. The advantage of the Northwest and the Kit Carson was that was where the good powder snow was. It is amazing to see Northwest now when it is all moguled up, and compare it to what it was like then when it was knee-deep in powder snow or knee-deep in heavy snow. There were some serious injuries on that side, but that at different times was for advanced skiers, and only those that knew the area went over there.

Why did you decide to join the Ski Patrol?

Well, I think that since I started skiing I liked it very well. It has been the primary sport that I followed for recreation all my life. I started at 14, and that has been somewhere around 37 years that I have been skiing. So I have always tried to find ways to ski. I have not always had the money to go up and ski as much as I would like. When I was skiing on the Stead Ski Team, that was one way, but I didn't set the world on fire skiing competitively. When an opportunity to join the Ski Patrol came along, I was immediately interested because it paralleled the paramedical training that I went through in the Air Force, and it was another chance to ski.

Can you explain the structure of the organization?

The National Ski Patrol System is pretty much the same today as when I joined in 1959. The Ski Patrol was founded as a volunteer

organization to assist injured people involved in skiing activities at recognized ski areas. They have since developed a cross-country section and do some work in organized cross-country areas. They also have patrollers available to assist on long cross-country ski tours. There is a professional division of the Ski Patrol now that was not there when I joined in 1959.

The organization of the system starts at the patrol level. A patrol is assigned to each individual ski area. Sometimes it is formed by the individual patrollers at a particular area. Now, there is one Ski Patrol at Sky Tavern for the Reno Junior Ski Program. There is a Slide Mountain Ski Patrol, a Mount Rose Ski Patrol and an Incline Ski Patrol. There are also volunteer Ski Patrols at most ski areas in the Tahoe Basin. Several patrols make up a section. There is a section chief, and his duty is to coordinate activities of the patrols within his section, so that they all receive the same level of training. Candidates—or trainees, as they are called—are given a chance to progress in the proficiency levels in the Ski Patrol, in first aid and in skiing ability. Primarily the section chief is a coordinator to see that everyone is trained and meets the same standards.

Several sections form a region. For instance, Sky Tavern and Slide Mountain are in the Eastern Sierra Region. This region encompasses most of the ski areas around the Tahoe Basin. It doesn't include those at Donner Summit, nor does it include Kirkwood Meadows. It does include Heavenly Valley, Squaw Valley, Incline, Slide Mountain, Mount Rose, Sky Tavern and Tahoe-Donner. It used to include Tannenbaum when it was operating. It also includes Alpine Meadows, Homewood and Tahoe Bowl. I'm not sure that Granlibakken is still in operation, even under another name. For a while there was an

area in Truckee called Hilltop Lodge. Most of the areas that are around Tahoe make up the Eastern Sierra Region.

The Mother Lode Region includes the Donner Summit area and Kirkwood Meadows on Carson Pass. They include a lot of patrollers who live in the Sacramento area and what we call metropolitan patrols. Their organization at the patrol level is in the town where they live. Those members may ski at a lot of different ski areas rather than at one specific area. They may come as guest patrollers anywhere in the Sierra that they have the proficiency level to ski at.

Several regions go together to form a division. There are several divisions throughout the country. We are in the Far West Division, which includes California, Nevada and Arizona. There is the Pacific Northwest Division and then there is the Intermountain Division, which is essentially the Wasatch range and Salt Lake and associated areas. The Northern Division is Montana and grand Targhee and the Yellowstone area. There is the Central Division, and it has a lot of people but not a whole lot of good ski areas. There is the Eastern Division, which encompasses all the New England states. There is the Southern Division, which goes down to the Carolinas and Georgia and borders on the Mason-Dixon line. The Rocky Mountain Division takes in Colorado and parts of Wyoming and New Mexico. There is an Alaskan Division and a European Division. The European Division is made up of mostly members of the armed forces that are stationed in Europe and ski at specific areas. They work in cooperation with the Professional Ski Patrol at those areas.

All of the division directors, together, form the national board of directors. The division directors are voting members of that board. There is a national office, a national director and executive administrator, with

secretarial and clerical staff, located in Denver, Colorado. That is essentially the organization of the Patrol.

When I first joined at Sky Tavern, I was a member of the Stead Ski Patrol. I skied primarily at Sky Tavern. We also went up to Slide, periodically. For instance, I remember covering the Silver Dollar Derby in 1959 or 1960. When we skied at Sky Tavern as part of the Stead Ski Patrol, I met Smokey Davidson and Jack Hursh. I met Leon Stanley about the same period of time. Leon Stanley was a Patrol leader of the Reno Ski Patrol, I believe, in 1960.

The Reno Ski Patrol was kind of like a metropolitan patrol. The people in the Reno Ski Patrol might ski at Slide Mountain or Sky Tavern. They assigned individual area Patrol leaders who were members of the Reno Ski Patrol to Slide Mountain and to Sky Tavern. These individual Patrol leaders then would assign patrollers to the hill and different areas of the hill depending on their individual abilities. The method of patrolling the hill at that time, particularly at Slide Mountain, was the emphasis in keeping patrollers skiing, trying to keep people skiing all over the hill so that they could see accidents. If accidents were reported at the bottom of the lift, then the next patroller down the bill was told about it. He then went to the top and took a toboggan to the accident site.

In some areas they had what was called the “bump” system. You rode the lift and stayed on top of the hill where the toboggans were and waited for the next patroller to come up and relieve you. Then you skied down the hill, looking for accidents or skiers in trouble. At Slide, the rule was to take a different route each time so that you covered the hill completely in about 6 runs.

Was there always someone sitting on top?

That would vary depending on the policy of the area Patrol leader. At different periods of time in the history of Slide, we would be patrolling the hill and go to the top and take a different run each time. Other times we would institute the “bump” system and you would stay on top and wait until a patroller got there.

And where would you wait?

At the top of the Ringer Chair or the Pioneer Chair, as it is now.

Didn't you wait in the warmth of the lift shack?

No. You tried to get out of the wind a little bit. When we were skiing only the Ringer Chair, I don't recall the “bump” system being used more than once or twice. It was effective, as on nice weekends, when there were a lot of patrollers and a lot of skiers up there. But you can see that on stormy weekends, when they didn't have many patrollers, you would be up there one-third of the day, so you didn't work that same system.

We depended on lift operators to let us know about accidents. As an example, if there was an accident on Gold Run a person riding the lift would spot it and would tell the lift operator on the top, who would telephone the bottom and tell a patroller there, about the accident. It was all word of mouth.

You didn't use walkie-talkies?

They didn't become popular until quite a bit later. There were walkie-talkies, but they weren't dependable, and they were quite expensive. Remember, we were an all-volunteer group. Sky Tavern had always had a constant patrol, but that area was small enough. Since the jump hill wasn't part of the operation at that time, you could see most of

the main hill from the bottom. The jump hill is the area on the far left that the more advanced classes in the Junior Ski Program use today. A little bit of that upper bowl was out of sight, but a lift operator at the bottom or top could see most of the hill.

The way it is now the shack at the top of the Sky Tavern hill is set back, and the lift operators in that shack can't see the whole hill.

I'm trying to think where the lift shack was originally, on the main hill. It seems that the lift shack is in the same position that it was back then. There was a portion of the main hill that you couldn't see then. Sky Tavern was a very easy area to patrol. It had good visibility of the slopes, and you didn't have as many blind spots. At Slide Mountain, there is the difficulty of seeing all the terrain. Particularly, Fremont was hard to see when all you had was accessibility through the Pioneer Chair, and you didn't have the Overland Chair for access.

Was the Little Red Chair there then?

The Little Red Chair wasn't built until just prior to the changeover of ownership between Wes Howell and...Frank Cathcart and Cal Gunn became managers of the area. That was a small lift that was built in 1965 or 1966. Wes Howell came in as owner in 1964. This should have been 1968 or 1969 when the Little Red Chair was built. Wes built the Little Red Chair, and the next year the ownership changed.

What duties were you involved with in the Ski Patrol through the years, starting with your leadership positions?

When I joined the Stead Ski Patrol, Joe Mazerall was the Patrol leader. The next

year, I took all my tests and passed for basic patroller, which is the entrance level and when you can start patrolling. You have to have your advanced first aid card and meet the proficiency requirements of the National Ski Patrol System.

The basic requirement for the Ski Patrol at that time was to be a strong intermediate skier. You had to be able to ski in most types of snow. You didn't have to look pretty, but you had to be able to get down the hill in a reasonable fashion. You went through intensive toboggan training. Once you had been passed on the toboggan handling by someone authorized to do that, you had achieved the level of patroller.

The term patroller didn't come in until they took away the term patrolmen, because they couldn't decide whether they were patrol men or patrol women. They finally decided that everybody was a patroller. That was about 1966 or 1967.

The fall of 1960 I joined the Reno Ski Patrol. Because I had been to that paramedical school and completed the advanced first aid card in the service, they asked if I was interested in becoming a first aid instructor. So I did and went through the training at the Red Cross and became a first aid instructor.

Who trained you to become a first aid instructor?

It was a member of the Red Cross, and it wasn't in the Patrol.

Who trained you on the sleds?

That was Smokey Davidson. Jack Hursh also. There is another name that I am trying to remember and he is still active in the Air National Guard and is a major. There were several people at Sky Tavern who conducted most of the training. I trained at Sky Tavern in the winter of 1959 and 1960.

You carried the sleds up on a rope tow and a T-bar?

You would take the front rope that was attached to the toboggan and take a half twist around the rope tow and hang onto it. Then you and the toboggan would be towed up the hill to the top.

That takes a lot of strength.

The difficulty was getting the rope of the toboggan off the rope of the rope tow without stopping the lift at the top when you were supposed to unload. It was a matter of pride whether you would have to have them stop the lift to unload the toboggan.

What type of sleds did they have?

They had the Akja and the Tod or Cascade. It was a Cascade-type toboggan that has a chain brake and handles on the front and a tail rope. There were a lot of other versions of toboggans. The basic toboggan that they had earlier was one in which one skier in front held the curved part of the toboggan in front and did a snowplow. That person was almost sitting on the victim's head. There was a tail rope at the rear for braking by the second patroller, and the person in front guided the sled down the hill.

When you started, you didn't use that method of toboggan handling?

It was in use, but in areas of the Midwest and East. What I used was the Cascade toboggan with front handles, which is a very heavy piece of equipment. We also used the Akjas. The Akja was a Finnish or Swedish rescue sled which breaks down into 2 pieces and has handles at the front and rear. It isn't

very comfortable to ride in, but it is very easy to operate. Later on we got other types as they improved.

Why were the East and Midwest still using these other types of sleds, and you weren't?

At that time the national organization of the Ski Patrol System wasn't very strong. The organization was a group of local patrols and there was a lot of local pride and individualism in the patrols. You might see a great deal of difference between how the patrols operated at Sky Tavern and the way they operated at Sugar Bowl, for example. There was a world of difference. Some might be very good skiers and some might not be able to ski at all. We had skiers on the hill at Sky Tavern that I know they wouldn't allow on the hill at Sugar Bowl. This period that I am talking about is the early 1960s. In some places the standards were very rigid, and in some places very slack. They were not uniform.

When I became a first aid instructor, my next step was to become first aid chairman for the Reno Patrol. As soon as I became first aid instructor, we started working on a regional level. This was the first time that I had come across an organization like the Eastern Sierra Region. I think in 1962, Aleta Hursh, Jack Hursh's ex-wife, and I and a couple other people from the Reno area, Bill Rendell from Carson City, and Bernie Kingrey from Sugar Bowl and Roberta Huber from Truckee, met to form the first coordinated regional first aid effort in this area. Bernie Kingrey has made news in the last 3 years, as he was the hill manager who was killed in the major avalanche at Alpine Meadows in 1982. He was a personal friend and an excellent first aid instructor. At that time he was interested in first aid, primarily. He was the first professional patroller that I ever knew.

I asked him if I could come over to Sugar Bowl and patrol, and would it be all right? He said, "Yes, you come over and ski a run with me, and if you can ski well enough I might let you patrol." I thought that it was very unusual to be tested, and I thought that all patrollers should be accepted at any area on face value. Now it is a common procedure. If you go to a new hill and you have never been there before, you are usually given a check-up run with the local Patrol leader or professional patrol before you patrol on the hill. It is really a good thing to do from a liability point of view.

Those people that we worked with to form the nucleus of the first aid training in the region all helped to get first aid training on a standard basis in the Tahoe Basin. I was first aid chairman for a year or 2 years. Then I was assistant Patrol leader for one year.

Do you remember what years you were first aid trainer?

It was kind of a progression. Don Osborne was Patrol leader just before I was. I was assistant Patrol leader to Don Osborne. Ted Osgood was a patroller at that time. Ted's wife, Marian, was secretary to the Patrol that same year, and she was also a first aid instructor. That was 1962 and 1963, when I was first aid advisor. Then I became assistant Patrol leader. I then became Patrol leader and I was Patrol leader for 2 years. I think that was 1965 and 1966.

I was first aid chairman for the Eastern Sierra Region when Ken Jones of Carson City (he owns an insurance agency in Carson City) was regional director. Ken Jones was regional director for 6 years. I was elected regional director after him.

When you were Reno Patrol leader, what did you accomplish?

When I was Reno Patrol leader, I seemed to be dealing more with problems within the local Ski Patrol and its method of operation. The Eastern Sierra Region was formed at that time from the Mother Lode Region, and we all became involved in its operation. Jack Hursh was the first Eastern Sierra regional director.

I was going to ask you about your career in the Ski Patrol and the various leadership positions that you held and what you felt that you accomplished in each one.

When I first joined the Reno Ski Patrol in 1960 I transferred from Stead Ski Patrol to Reno Ski Patrol. The first couple of years I worked on committees within the Reno Ski Patrol. I had a first aid instructor's card. Just as I got out of the service in 1960 I went through their instructors course. Immediately on joining the Reno Ski Patrol I became a first aid instructor.

You are required by the national system to conduct a refresher in first aid and ski patrol techniques each fall of the year before the ski season starts. Everyone, even though they have been in patrol for years, must take the refresher each fall. First aid instructors teach that, generally. Later on other instructors started participating in it. Ski efficiency instructors and ski mountaineering instructors later participated in it, and these areas became various specialties that were formed within the Ski Patrol System. Because of my survival background, and because of the first aid instruction bit, I started working in that the very first year. In 1965, I was Reno Patrol leader. The year before I was assistant Patrol leader to Don Osborne, and then I was Ski Patrol leader in 1965 and 1966.

The major difference between the Ski Patrol in the 1960s and in 1980s is that the Red

Cross has created an increase in standards of their advanced first aid course. The advanced first aid course when I became an instructor took 16 hours of classroom time. Now it is between 56 and 60 hours of instruction and includes topics that are not necessarily related to Ski Patrol, like childbirth, a lot on burn treatment, snakebite, and motor vehicle extraction. When the Red Cross upgraded their course to the 60-hour course, it created quite a controversy within the Ski Patrol as to whether they should teach everything that the Red Cross had or whether they should be going in a different direction—maybe using the Red Cross's basic course, and augmenting it with training directed more to winter first aid. The Ski Patrol, finally after much discussion, used the advanced first aid program from the American Red Cross and then augmented it with winter survival and winter first aid training. In essence, it lengthened the refresher course time.

The refresher course, when it started, was taught in the morning and part of the afternoon. It usually consisted of an 8-hour refresher course, but only part of it was actually taught on the ski hill. We would usually have a classroom session which contained part of the 8-hour refresher course, and then the remaining part was taught on the hill with a few more items pertaining to first aid room work in splinting and inspection of victims and a review of the procedures of each hill that we patrolled at.

Each hill tended to have its own evacuation and rescue procedures. Part of this was the location of the toboggans, how to stock the toboggans, and what items went in the first aid kit on the toboggans. At Slide you had to carry a chair evacuation rope with you when you patrolled. From the very first at Slide we used to carry an evacuation rope of some sort, and the necessity of that became apparent in the

1960s, when the following incident occurred: I was stuck on a chair on the old Pioneer lift (called then the Ringer Chair) for almost an hour right at the crest of Gold Run in a howling windstorm. For some reason Wes Howell, who was there at the time, was able to get the chair to run far enough that I was able to get off the top platform with another patroller.

At that time, 1964, we weren't training patrollers in lift evacuation. Some of us knew how to do it, but it wasn't a formal part of the Ski Patrol refresher. Of course, when you start evacuating people from chairlifts and you are a volunteer, you aren't covered by workman's compensation like all the people that run lifts, and like the professional patrolmen are. So there could be some conflict in liabilities. Let's say that you cause damage to a person in a chairlift; you lower them out of the chair and they fall, and are injured. Would the ski area protect you in a lawsuit if you were a volunteer? The victim would probably sue you and the National Ski Patrol, and the ski area, too. I'm not proposing to give you a solution, but there was some difficulty there. Some areas were very reluctant to have volunteers near a lift.

On this one incident at Slide, we were able to get to the top of the lift. Ken Jones, who is in Carson City, and I came down from the top with the lift evacuation rope and evacuated the lift from the top. Other patrollers started from the bottom. It was 7:00 or 8:00 at night before we got everyone off. This was early in the season. It was very cold and there was fresh powder snow. We had some worry about frostbite, and we had some minor cases of it after we evacuated the people. That is when some of us started carrying personal lift evacuation ropes. I didn't want to get trapped again without a way to get off the lift.

What was the malfunction of the lift? Was it a derail?

I don't know exactly. If the cable moves out of alignment, there are safety switches that cut off power to the lift. That can be for several reasons: the cable is trying to come off one of the pulleys, or the safety switches have malfunctioned. I have been told that Wes overrode the safety switches to move the lift a limited distance. The lift crew manager, Smitty, stopped him from running it any further because there might be a problem with the cable, so they shut it down at that time. Luckily, Ken Jones and I were, by that time, at the top of the lift, which was the easiest way to evacuate—coming down from the top of the lift. We used a 3-loop bowline at the end of a rope and threw a rope up to the skiers in the chair. At that time the person in the chair had to stand up and put the end of the rope over the cable and pull it down and return the same end down to us. We had to have them take their skis off and tie their skis together and drop their skis straight down. Then they would put their legs through 2 loops of the bowline and one arm and their head and shoulder through the third. We would then lower them to the snow. Now they use a T-bar, and it is a much easier way to do it. They don't have to take their skis off at all. It is a much safer way to evacuate, too. I don't know why we didn't have more trouble than we did.

There were a lot of people on that evacuation, and we had good patrol coverage that day. I remember Carol Stevenson, a teacher at Reno High. Bruce Bowen, an attorney in Reno, was there on our evacuation team, and Ken Jones and myself. A man from Stead Air Force Base, Bill Brooks, was there also. Afterwards we started teaching lift evacuation.

The first real leadership position I had was as first aid instructor, which is kind of important in the Ski Patrol. The first aid instructors—there might be 3 or 4 in a large

patrol—were responsible for the teaching of the annual refreshers. One of them is the first aid advisor to the Patrol leader. He communicates with first aid people within the Ski Patrol System at section, region, division, and at national level. There is a hierarchy of first aid instructors, and I was always in that line all the time that I was in the Ski Patrol. I was always interested in first aid, and that is one of the reasons, in the first place, that I joined the Ski Patrol. I first became a Ski Patrol first aid instructor. Then I became the first aid advisor for the Reno Ski Patrol. Then I became assistant Patrol leader and then Patrol leader in Reno. At that time, the accomplishments were building the Patrol in numbers. We came out with a higher registration at the end of my term than going in. I think that the biggest accomplishment was holding it all together. At that time there was a lot of disagreement within the Ski Patrol System.

When I first joined the Patrol, the dues were a dollar. In 1965 they were up to \$5 a year. When they increased a dollar at a time there was a fight within the Patrol System, about how much they were going to be each year. I think that now the dues are \$30 a year. Any way you look at it, \$30 for a season's skiing is a very good return on your money. It was a point of controversy between old-time patrollers and the newer ones. At first patrolmen thought that they should not have to pay at all. They were giving their time completely free. Later on it became more and more expensive to administer this very large organization. That's where most of the funds from the dues go—to administer the National Ski Patrol System. So during the Reno Patrol leader period of time, I suspect that holding the Patrol together was very important.

There was a time when Frank Cathcart became regional director. Keith Holland, in Carson City, managed to rise to the level

of assistant division director. The volunteer Patrol, like any volunteer position, they all seem to be the same. They form a certain amount of cliques and controversies, and people want to be in control of everything, and there are people who want to follow along. There are some people who want to join an organization and not want to do anything. Those are in every organization and in the Ski Patrol, too.

In the period of time that I was Patrol leader there was a large controversy between the Far West Division level offices (which is California, Nevada and Arizona) and the local Patrol areas, and particularly the Patrol areas on the eastern side of the Sierra—Reno, Carson, Sky Tavern, Stead and Slide Mountain. (Slide Mountain was part of the Reno Patrol at that time.) Essentially, the controversy was that at division level they had decided that patrols in the Far West Division varied a large amount in proficiency. Some were very good skiers, and some could barely get down the mountain. We had both levels within the Reno Patrol System. The first aid levels were very high and very low. The reason was that the training for the patrols within the division was not coordinated.

We at this time knew very little about the operation in other regions. We didn't know how they operated and we didn't know who they were. We met a few of them, but they were like foreigners to us. We thought that we skied better than anyone else. We had the opportunity to ski more than patrollers from San Francisco. How can a person in San Francisco ski? Look how far he is from the areas. It was inconceivable to us that they could be very good skiers. They had to have a high degree of dedication to belong to an organization that would base its activities 250 miles away. We were becoming more aware of the other patrols in the Far West Division

and decided, because of this lack of training coordination, that everyone within the Far West Division of the Ski Patrol System should be completely retested.

When I came in I started out as a trainee. When you were tested on a hill and found capable of skiing the hill and had your advanced first aid card, and someone had checked you out on the toboggan, you became a patroller. Smokey Davidson was the one that checked me out at Sky Tavern. The next year, when I came into the Reno Ski Patrol, because of my credentials at Sky Tavern and first aid background they decided that I was senior material. I skied with one person for a day, and he said, "You ski fine and we will make you a senior." So they registered me as a senior patroller when I registered in the Reno Patrol. Later it became very difficult to become a senior. You don't do it automatically; you have to earn it. You have to ski at the area that requires that proficiency. At that time, they were trying to establish senior patrollers throughout the system. They wanted everyone to be retested.

What was the date of that?

I was Patrol leader 1964 and 1965. The man that instituted the retesting program was Herb Pink, divisional director, and he was very controversial. Looking back on it now I remember the arguments and the bitterness that some of the patrolmen had. They said, "I have been skiing on this mountain for 20 years, and you are going to have some brand-new person come in here and have me ski past them and have me perform for them?" As part of that retesting program, you had to ski at an advanced level and also ski with a toboggan and demonstrate that you could handle a toboggan front end and tail rope in any snow conditions. Then you had to prove

you were in good enough physical condition to climb a thousand feet on skis, which is essentially from the parking lot at Slide to the top of the mountain. You had to climb it on skis, on snow. You could have climber's skins if you wanted to. You could use any way that you wanted to, but you had to get from point A to point B. Later they reduced that to 500 feet. There would be a trekking time when everybody would be up on the mountain trying to get that climb in.

There was a lot of hard feeling over it, and people didn't want to be retested. Eventually it all came across everyone was retested. Everyone was painlessly brought up to a proficiency level. The result of that retesting program was a great split within the Far West. We had a meeting in Carson City, and Herb Pink came out to explain his retesting program to the Ski Patrol leaders and officers and everyone that was attending. It was held at Enrico's in Carson City in a back room. The meeting got very loud. Frank Cathcart was there, and Ken Jones, and Leon Stanley was at the meeting. I was there and Bill Rendell from Carson City was there. Keith Holland was there. Keith was regional director at that time. We really got off base. We really insulted poor Herb Pink; we kind of run him over the coals for bringing up such a program.

Then a week later I got a phone call as Patrol leader from Keith Holland. I was at Don Wykoff's house for a meeting. Essentially, what the result of it was that Keith had been told by Herb Pink and the ski proficiency director that the people who were involved in that meeting were insulting to Herb Pink and that their Patrol cards were going to be taken away from them; that it was our duty as Patrol leaders (I was Patrol leader in Reno and Don Wykoff was Patrol leader of Carson City Patrol at that time) to carry out their actions. That seemed strange at this time, but the Ski

Patrol was organized originally along military lines with a strong chain of command. The regional director was really the commander of the Patrol leaders. None of us really believed all that; here was an example thrown right in our fact. We were supposed to go to 2 or 3 patrollers within our Patrol and remove them, because the regional director asked. Bill Rendell from Carson City was supposed to be removed. Don was supposed to ask for his resignation. I was supposed to ask for Frank Cathcart's resignation, and I believe Leon Stanley's...and I'm trying to think of the third and I can't think of his name right now. I was supposed to go to them and ask for their resignation. I don't know if those 3 people ever knew about this meeting before this time, because we never did tell them directly about it. What happened was that I refused to do it. I told the regional director, Keith Holland, that if I was supposed to do that, that I would resign. I didn't think that that was appropriate. At the next Reno Patrol meeting I explained to the membership that there was a crisis that had occurred because of our meeting in Carson City, and I asked for the Patrol to give me their backing, telling them that we might not be members of the National Patrol System as a patrol if the situation occurred. I had told the bulk of the people individually what the situation was, but the whole membership went along with me and said that we will back you 100 percent.

I went to a meeting on Donner Summit with Herb Pink and his proficiency director, and I asked Jack Hursh—who was the first regional director of the Eastern Sierra Region and one of the people who had got me into the Patrol System in the first place—to go along with me. He was a friend of Herb Pink's. And so I went to the meeting and I didn't say a word. All I did was sit over in the corner and drink coffee, and Jack Hursh battled with

Herb Pink. Finally it came out of the meeting that all was forgiven. I had to talk to the people about their manners in a meeting. That was all that ever occurred. But we almost were drummed out of the whole National Ski Patrol System.

How did this chain of command develop historically?

Because the National Ski Patrol System, during World War II, was organized that way. It was in the history of the Patrol that it was established along military lines. They were active in forming the ski troops in World War II and in training the ski troops. A lot of our patrollers ended up in the Ski Corps. The Tenth Mountain Division was part of that group. Up until the 1970s the Patrol was organized that way, maybe rather falsely. You take a Reno Patrol leader in the Reno area, who patrols at Sky Tavern and Slide Mountain, and all the people who are members of his Patrol patrol at those 2 areas. There is a regional director who may know something about the situation, but he can fire the Reno Patrol leader from the National Patrol System, and the area management would still accept him as Patrol leader, and all his members as patrollers. In fact, they could patrol whether they were members of the National Patrol System or not. All the areas cared about at that time is whether they had current first aid cards or not, and we all did, of course.

Was it an elective position to be Patrol leader?

Reno Patrol leader was elective. Not all patrols all over the country are elected; some are appointed. Generally the Reno Patrol, as a metropolitan Patrol classification, did elect its Patrol leader and still does. The Reno

Patrol itself is not in existence any more. The regional director is an elected position.

Who elects him?

All the Patrol leaders and section chiefs within the region. Then the divisional director is elected. He is elected by all the Patrol leaders, sectional chiefs and regional directors, within the system. The national director is elected by the national board of directors, which consists of the divisional directors and national board representatives.

When I was Reno Patrol leader, I received a national appointment with the Ski Patrol System. A national appointment is something that every patroller works for. It means that you are assigned a registration number that is carried on forever. You are on a list of patrolmen throughout the country. My number was 2967; I think 2966 was Frank Cathcart's. Leon Stanley got his at the same time. A national appointment is something that not everyone gets, and it is hard to obtain. You have to be recommended for it by other patrolmen. You have to go through a board of review at region level and at division level and at national level before you are awarded it. The requirements were quite high.

When we got our national appointment it wasn't too common for people on this side of the mountains to receive the national appointments. I kind of skirted around the issue several times, but the people in the Eastern Sierra Region were considered mavericks and really kind of antiestablishment as far as the national system went. We fought every dues increase; we argued about the retesting program; we insulted the divisional director. We constantly were in hot water with the system. Part of it was that the people who were in the Reno Patrol area were individuals, and we all loved to ski and we seemed to

object to restrictions being put on the way we skied and the way we patrolled. We thought that we had all the answers. It is possible that we did.

After I received the national appointment there was a period of time, about 1965 and 1966, when I designed the first aid hut for Slide Mountain. The first aid hut is still standing. I haven't been up there this last season, but I am sure that it was still standing there. It is a double A-frame. It points 2 different directions. It has always been kind of a ratty-looking building. We built the building from poles donated from Bell Telephone, and we traded back and forth and got donations from lumberyards and other businesses. There was a company in Reno that used to prefabricate houses, and when they went out of business they donated all of their used lumber to us, also. We dismantled benches and framing tables for all the two-by-fours that were in them. All of the donated materials went into the construction of the Ski Patrol first aid building. Don Wykoff and I, Jim Kees, Carol Stevenson, Bob Tankersley, Alan Hale and Don Shanks were involved in the construction of it. We pretty much framed and completed that Ski Patrol shack. We built it because the only other place for a first aid shack was at the base building of the Pioneer lift.

At that time I was assistant Patrol leader at Slide Mountain. Slide Mountain had a small area Patrol. What we tried to do at that time was form an area Patrol at each ski area. Before, Reno Patrol had been a large patrol that sent patrollers to Sky Tavern and Slide Mountain. We tried to cover all of the local areas. Tannenbaum was just starting at that time. So when the National Ski Patrol came out and said, with a great clap of thunder, "There shall be an area Patrol at each ski area," well, that was sometimes a laugh, because each ski area didn't necessarily want a Ski Patrol at

their area. They would take volunteers on a restricted basis.

Why wouldn't they want a patrol at their own area?

There was at this time a growing number of paid professionals. They may or may not have belonged to the National Ski Patrol System. They didn't have to. The insurance carriers for the ski areas with professional patrols required that they have first aid cards and first aid training and be competent to ski as a patroller at that hill, by whatever definition that was necessary. So some areas had an all-professional patrol. One that had a professional patrol and that has one at this time is Mammoth Mountain. They never used volunteers on a normal come-up-and-sign-on basis. They sometimes use volunteers that they know very well and will let them patrol as professional patrollers, but on a sporadic basis. It is on a one-person basis—they know them and they know how they ski. It is a situation that has always occurred at Mammoth Mountain.

At this particular time in Reno, when the directive came down, Slide Mountain didn't have a Patrol. It had one or 2 professional patrolmen that worked there during the week. Reno covered it during the weekend. We sent people that were capable of skiing an advanced area up to Slide. I skied there and a large number of the Reno Patrol skied there. Some of the Reno Patrol skied at Sky Tavern.

When this directive came down, the way we solved it (eastern side of the mountains way) was by forming a token Patrol at Slide and at Sky Tavern. Only 3 patrollers were required to form an area Patrol, and that's what we did; the balance of the patrollers required to cover the respective hills came from the Reno Patrol. So that satisfied

national. The 3 people were really members of the Reno Patrol. They went to all their meetings. This was 1966.

When we were building this Patrol shack at Slide, I was assistant Patrol leader and Don Wykoff became Patrol leader of Slide Mountain and Jim Kees was secretary-treasurer. Then the next year we reversed the roles. We were the token Patrol, but our allegiance was to the Reno Patrol.

About that time we got the Slide Mountain first aid hut framed. It had been a dream for a couple of years and then we worked on it. One spring we really went at it and got the frame up, and by the fall of the year we had most of the upper part framed and covered, and then we got the roof on pretty much after the snow started. We couldn't use it very well that year, but we finally did get to where we could move in and use it a little bit. When we finally got in it, the interior wasn't finished. We really used it for sled storage, and we had a small wing that we could use for a first aid room. That was about it. Then when the change of ownership at Slide occurred—when Frank Cathcart and Cal Gunn took over the operation of Slide Mountain from Wes Howell—we worked as patrollers all throughout that season under Frank.

Frank was a good friend all the time. Frank Cathcart was past regional director, and I believe Frank was Reno Patrol leader at one time. I know that he was a section chief at one time. Frank patrolled a lot at Sky Tavern before he took over at Slide, and he formed a group down there that he called the all-girl Ski Patrol. I can think of a few names that were in this Patrol: there was Lou Breen, who is a schoolteacher in Yerington right now; there was Ellen Bidell and Myrtle Jackson, I believe her name was; Connie Anton, who is a doctor living in the Reno area; Julie Tyson, who I believe is still in the Reno area, was on

the Patrol. All of these girls were all 17 to 18 years old and were extremely good skiers. They were all good, strong skiers. Frank had worked with them at Sky Tavern. They were excellent first aiders.

We used to have races with toboggans through a race course. It wasn't for speed; it was for proficiency. There usually was an accident problem that they had to solve. The girls would compete, and they usually did better than the old-timers did. They were junior patrollers. When they became over 18 they became senior patrollers. I guess that they were all under 18 at that time.

When Frank took over at Slide, we had what you might say was token leadership on the hill, and token registration. We had quite a following from the Reno Patrol. People would come up and cover the hill very well on the weekends. We had an ample number of patrollers. The question came up toward the spring of the year: "Weren't there too many patrollers on the hill?" It seemed like all there were was red jackets all over the hill! This was one of those swings that we were talking about in the preliminary talks. The area was performing well, and we were able to come up and ski there, and we got a lunch ticket so that we could eat lunches up there. We, on this side of the mountains, never heard of the benefits patrollers on the other side were obtaining from ski areas, but we thought it was great that we were able to get a lunch.

Frank and his professional patrol leader at that time, Cal Tessenari, began to try to restrict the number of patrollers. If you look at patrollers from the management point of view, every person riding up in the chair is replacing a paying customer of some sort. So if we have more patrollers on the hill than they need, then that's displacing uphill transportation and also the parking lot area for paying customers. This was a very much

concern to Frank, but we told him at the time that if he placed a restriction on the number of patrollers, probably we wouldn't be able to get enough on the days when it was stormy. And sure enough that began to happen. The end result was that Frank decided that he didn't want all of us on the hill any more. So we left, and we didn't ski there at that time.

When Frank took over, that is when Jim Luescher started to open Mount Rose. It was about 1966, or a year or 2 either way. A lot of us went over to Mount Rose and skied. I didn't leave; I stayed at Slide. I didn't ski as much as I had before, but there was no restriction placed against me. Frank and I always got along. But there was quite a blow-up between him and Don Wykoff, and Don left and went over to Mount Rose and skied.

How did the all-girl Patrol concept start? Certainly there were more men on the Patrol at that time than women? Wasn't this kind of an unusual occurrence?

When the Reno Junior Ski Program was formed in the 1950s, it occurred on weekends. At one time part of the program was at Slide Mountain on weekends. I'm not remembering the dates exactly, but during this period of time when it was held on the weekend at Sky Tavern, it was very difficult to get patrollers at Sky Tavern, because who in their right mind would like to go up the hill when you couldn't even get on the lift and ski. A lot of us went there periodically to ski, because they needed patrolmen. There wasn't a continual line of coverage. You didn't have people that were going there continually to cover the hill. Some days on a weekend with a thousand kids up there, there might not be enough patrollers to handle the hill. I remember one situation when I was the only patroller there. There were 2 other people on the hill that could

handle the toboggan. They weren't patrollers, but I got them to help me. So I know what it is like, and it is impossible. And Sky has some difficulties, such as when you came down the hill with a victim in a toboggan, you had a 100-yard uphill tow to get them to the first aid room. With one person and a Cascade sled that is very difficult to do. I was bringing people into the first aid room in splints and putting them onto a bed and taking the same toboggan out and taking it up the hill, and getting another accident. Luckily we didn't have too many. There was a short period in the afternoon when we had 6.

At that particular time, before Frank took over Slide Mountain, he was at Sky Tavern, and in trying to meet the problem of coverage on the hill, they used junior patrollers like they do now. A lot of the patrollers are junior patrollers at Sky Tavern; they aren't registered in the senior Patrol, and they don't have all the privileges of the Patrol. But Frank organized this group of juniors in order to provide adequate coverage for the Reno Junior Program at Sky Tavern. They say "all-girl Patrol," but Ellen's brother Steve was in it and Don Cathcart was a member of it and another that I can't think of right now. There were several boys that were juniors that went along with the group. The group that got the notoriety was the all-girl group, because they went through the divisional first aid and toboggan competitions and performed so well.

When Frank took over Slide Mountain he brought this same group up with him, because now they were registered in the senior Patrol, or were very close to it. Some of them were still juniors. Up until that time they didn't really let juniors patrol at Slide. Then they came up and that worked fine. He brought in kind of his own group into the area. I worked with him for a couple of years. I enjoyed skiing

with them and they were good skiers. They were better skiers than I was at the time. That was the problem—that I felt that they could ski much better than I could.

Out of this group came several region level officers. Ken Jones was regional director at that time. He was regional director for 6 years and his last term ended in 1970. I was first aid advisor, and several of these kids became what they call ski proficiency instructors. When the all-girl Ski Patrol became seniors, they all became very good patrollers, and Steve Bidell, Ellen's brother, became the professional patrol leader at Slide for a period of time. He went in the service and was in Vietnam. He came back from that, and the last time that I heard anything about Steve was that he was working as a professional patrol leader up in Montana. He went quite a ways in that field. Ellen and most of these girls were in college at this time when they were patrolling at Slide Mountain.

In 1970 I was elected regional director for Eastern Sierra Region. I appointed a couple of the all-girl Ski Patrol to regional posts. The regional first aid advisor was Connie Anton, and Ellen Bidell was testing and training adviser, which is like a second-in-command in the region. Then I appointed Alan Hale as ski proficiency instructor. I was regional director for 6 years, from 1970 to 1976.

During that time, a lot of new patrols were being formed within the Eastern Sierra Region. The Eastern Sierra Region really encompassed Mount Rose, Slide Mountain, Sky Tavern, Tannenbaum, Ski Incline, Heavenly Valley, Alpine Meadows, Squaw Valley, Tahoe Bowl, Homewood and Granlibakken (which was an area for a while). Powder Bowl was at the entrance to Alpine. There was a little area in Truckee called Hilltop Lodge that was trying to operate; it is right on the fringes of Truckee. It is an older area and was there a long time ago. People

came in and attempted to open it one season with a little poma lift and a rope tow.

Don Shanks and I went to Hilltop Lodge to help them set up a Ski Patrol. They had an old toboggan that had to be repaired before we could use it. We got it to work, and they had a few first aid supplies and it was like jumping back 20 years in skiing. There was no grooming or any formal operation of the hill. They sold a lift ticket, and you went and jumped on the lift and went up. The snow was terrible: it was wet, heavy, deep snow, and not many people could ski it. The only one who could ski it very well was Don Shanks. He can ski anything. We patrolled that day, and there was one injury and it wasn't very severe. We brought them down the hill in their makeshift toboggan. We did establish some procedures for them. The son of the owners became an area patroller. They were only there for about 2 years. They were the newest ski area within the Eastern Sierra Region.

Then about that same time Tahoe-Donner Ski Area, which is north of Truckee, started operation, and they became a ski area that had to have coverage. The major problem that the region faced was to see that there was a registered patroller at each ski area. It sounds funny, because we were talking about how much we resisted that directive from national only a few years before to see that each one of those areas that were registered had competent patrolmen, that they had met the standards of the National Ski Patrol System. More and more the criterion for regional and division level officers was to maintain standards within the system.

We were fighting an image problem when I first became regional director. Some of our patrollers had a lot of certificates and a lot of badges and a lot of awards and not much competency. We felt that we had to clean up the image of the National Ski Patrol System,

to where we were competent people out there doing a good job. Ours was a volunteer job to the public, and we weren't being paid for it, but to some extent there was resistance if you got into a heavily crowded area and a ski patroller came up and jumped on the lift; the person who had been standing in line for 30 minutes didn't appreciate that. Particularly, as time progressed, accidents tended to get fewer and fewer because of better bindings and better equipment. When you saw the accidents you didn't see them as often as you did in the early days. If you went to Sky Tavern in the early 1960s, you would expect 8 to 10 accidents a day. Even now with the Junior Program 2 or 3 is all that you will see—real accidents, not kids that are tired and want to ride down in the toboggan. The accident rate is way down at Sky Tavern from what it used to be. It is at other areas, too. So patrollers are there in case of an accident, but they don't work on that many. They are there because the insurance carriers for the area demand that they have first aid facilities. So there is resistance in the skiing public sometimes to patrollers.

As a region level officer, it was necessary to coordinate and meet with ski area operators, meet with the Patrol leaders and the professional patrol. Actually, in one case, I recommended a professional patrolman to an area for employment. They were looking for someone to work there and they hired the man we recommended. We tried to perform services for the ski areas. During the time that I was regional director, the biggest thing that happened was that I became an awful lot more aware of the problems of other areas. I found out that even though we were in the Eastern Sierra Region, even though we were mavericks and we thought that we had the only problems in the world, that we were not unique. Every area in the country had different problems.

A regional director sits on the board of directors for the division. You are the controlling board for the division, and the divisional director heads that board. The divisional director then sits as a member on the national board of directors. I was invited as a new regional director to go to a national meeting with the division director and observe the meeting. I met people from all over the country. I met people from back East and blue-ice skiers. All that they ever skied on was blue ice. I had never heard of such a thing. They thought that it was great. We talked to a man from the Southern Ski Patrol, from Tennessee. We were exchanging hazard "What is the most hazardous thing that your area has?" In the West we talked about monumental avalanches. Like anyone talking we made them much larger than they were. The man from Tennessee said, "We have a problem that I am sure that you don't have. We have a lot of skiers that smoke. When they are riding the chair, before they get to the top of the hill they get to an area where there is no snow because we manufacture the snow, and we have consistent forest fire problems every year under the chairlift. He stopped the conversation, because none of us could beat that.

There were different problems in different areas. I think the time that I was a regional director was the part of the Ski Patrol that I enjoyed the most. A regional director has more direct contact with the skiing hills. The ski patrolmen are actually up on the hill carrying the fanny pack and doing the first aid work, and they have problems. You, as the regional director, have more opportunity to correct problems. When you get to a higher level than that, the people you are working through are the people who really have the contacts. It is not as enjoyable; it is more administrative.

During the time that I was regional director, we had a man and his wife visit us from New Zealand. They were establishing the Ski Patrol in New Zealand. They stayed at our house for about 2 weeks. They were Cyrus and Jan Berry. He was organizing the Patrol in New Zealand at that time. Instead of ski areas they called them ski fields. He finally came up with a story that topped the forest fire man from the South. He told about closing a ski area one season because of lava flows coming across the snow. He had problems that we have never heard of. They had quite a primitive operation, and it depended on excellent skiers as patrollers in one ski field that he patrolled at. They had to take their stretchers down the hill, and they had used a little different toboggan, but essentially the same one that we did. (He took back a lot of information about the equipment and toboggans that we had here). They would bring the victim down the hill to the bottom of the area, transfer them to a litter like a stretcher and then walk with them on a trail a mile or 2 to a train. They would then ride a train back to town. When they went up there in the morning, they went up by train. They had big dormitories for the Patrol, and they would stay there for the weekend. They stayed in the dormitory with everyone that stayed overnight, and it wasn't only the Patrol. They were very good skiers.

I instituted several motions at division that were carried into effect and became national policy. One of these was that I felt—and it was the opinion of several others—that patrollers appearing on the hill with a rust-colored parka and with a cross on their back didn't need an array of campaign ribbons on the front telling everyone that they were a first aid instructor, a proficiency instructor, and that they had been in the Patrol for 89 years. They had all the service awards and

badges all over their chests like a foreign army general of some kind. I made the motion that the Red Cross emergency patch should be on the front of the parka, and that was all, except for a band that said whether you were a senior or a national. It made the parka very austere in comparison to what they had before. Some of them were held together by badges, they were so old and tattered. Now I notice up at Sky Tavern it looks like they have every badge that was ever invented back on.

The other policy was about junior patrollers who used to have an insignia on the side of their sleeves that said "junior" and it was very noticeable. Juniors had to meet the same requirements as seniors—they had to have the advanced first aid card, and they had to have the necessary training. They were not generally allowed to take a toboggan down by themselves, but as far as first aid went, they were as qualified as any senior patroller on the hill. However, not only were they not allowed to wear the patch, but they weren't allowed to wear the rust-colored parka. After the change I instituted, they allowed them to wear the parka. They did have to wear a patch of "junior," but it became relatively small and inconspicuous.

During the course of that period of time as regional director, the term for regional director was 2 years, and I was reelected twice. It was an honor to serve this long, and I was able to almost hand-pick my successor.

We had a good operational program in the Eastern Sierra Region. When I started, the Eastern Sierra was hardly known anywhere. It became quite well known. We became quite proficient. We cured the controversy between the Bay Area patrols and the area patrols in the mountains. We were able to get region level officers that were from the Bay Area and from Reno and Carson City and South Lake Tahoe. We got them all to meet

and work together. There existed a senior level test which was accepted nationwide, but Eastern Sierra had not previously done a very good job of it. We upgraded our training until some of the best first aid tests and some of the best ski proficiency tests were given in the Eastern Sierra Region. They were fair and well-attended, and even the candidates who failed said that the tests were fair and met the objectives of the patrol.

What did you do in the way of avalanche control?

I wasn't an avalanche instructor. Within the Ski Patrol System there is an avalanche instructor position. A divisional avalanche instructor and a national avalanche instructor put on avalanche rescue and avalanche recognition courses. They talk primarily about avalanche recognition, to be able to recognize when a hazard does exist, and how to organize and implement rescue procedures in case an avalanche victim is trapped. Probing and shoveling and all the various procedures that go with the rescue of avalanche victims was taught by that group. Within the Eastern Sierra Region, we had several avalanche instructors and we had several avalanche courses each season.

When I got my senior rating initially, I was checked out by someone in the Patrol. Later on, when it became more formal, the senior rating was only awarded to those patrolmen that skied at senior areas. Sky Tavern would not be a senior area; therefore, Sky Tavern doesn't need senior patrollers. We've tempered that now because there are other ramifications. Alpine Meadows, Heavenly Valley, Slide, Mount Rose and Squaw Valley were all considered senior areas. In the event that we had to give a senior test, it could only be given at those areas, because of

the required steep terrain. The tests had to be on runs such as Gold Run at Slide Mountain, Northwest Passage at Mount Rose and Red Dog at Squaw Valley. We had one toboggan run down Summit Number One at Alpine Meadows. If you look up the main Summit Chair, it is the 2 chutes that come down off the right at Alpine Meadows. The Gun Barrel at Heavenly Valley was used for senior tests. They are the steepest slopes around, and you had to be good to pass.

I never considered myself a ski proficiency instructor; I always concentrated more on the first aid end. Although Alan Hale was an extremely controversial person in his own right (he could walk in the middle of a crowd and provoke an argument) he ran an excellent senior test. He found his niche in running the senior test at regional level.

By the end of the 6-year term, I felt the Eastern Sierra Region was a strong region, was well-known nationally, and was well-organized. I would like to say that I did all that, but I didn't. The biggest advantage that I had was that I had good people. I was able to find people to help me on the regional staff that were from all facets of life and particularly from all parts of California and Nevada. The Tahoe Basin attracts patrollers from as far south as Fresno and as far north as Redding, and as far east as you can go. There might be a patroller that puts in 15, 20 or 30 days a year patrolling, that may be from downtown San Francisco.

I might mention some of the differences. Most people from San Francisco had quite a bit higher income than people who lived in the Eastern Sierra. I suppose that there are those that would argue with me, but I believe a lot of people got on the Patrol from the east side of the mountain—the Reno-Carson area and up at the lake—because it was a way to ski free. A lot of the people from the Bay Area

got in because it was volunteer work. If you look at the IRS deductions, if you come up from the Bay Area and ski on the weekend, stay overnight and ski the next day on patrol, you are able to use those overnight expenses in between as a deduction. I remember with my income tax forms that typically over a year I might have donations to volunteer organizations resulting from the Ski Patrol when I was regional director of maybe \$100 to \$300. That was the highest deduction that I had ever had. I know people in the Bay Area that had \$1500 to \$2000 a year deductions. There were several doctors and several attorneys. There were a lot of teachers. People that generally were in the middle incomes or high middle incomes skied. Everyone in the Patrol shared a real love for skiing. You had to have that first.

A lot of the members of the Bay Area skied in the Eastern Sierra. Some of them had registration in an Eastern Sierra patrol but belonged to a metropolitan patrol in the San Francisco area. Later on as the Alpine Meadows Patrol became stronger, a lot of people dropped their registration in the Bay Area and registered with Alpine Meadows. Alpine Meadows, even now is patrolled mostly by people from San Francisco and Sacramento. A lot of Sacramento people ski at Heavenly. Getting all of these people to work together was quite an accomplishment. I felt quite proud of that.

During the course of events, I received an award for outstanding administrator in the Far West Division. That became the runner-up award nationwide. That was 1976, the year that I was regional director. After regional director I was elected to a 2-year term as board representative, which is like an assistant director of the divisions. After that I ran for the office of divisional director and I was elected to that for 2 years. That was up

until 1979, when my term was up as divisional director.

I didn't register with the local Patrol again. The major reason was that during the time that I was regional director and divisional director, I lost contact with the local area. The people that I knew best and enjoyed skiing with were no longer actively involved with the Ski Patrol locally. The people that I associated with in the Patrol were not there any more. Bob Tankersley stayed in the Patrol a year after I did. Don Shanks dropped out just before I did. There was kind of a changing of the guard.

The last national meeting I was at was in Knoxville, Tennessee in June of 1979. There is a nationwide award for outstanding Ski Patrol of the nation, and when you figure how many patrols there are—I imagine that there are 500 patrols nationwide—to become the outstanding patrol throughout the nation is quite an honor. It requires a lot of work by the individual patrol. They have to be the outstanding patrol in their region; then they have to be selected from their division; passed on and selected from all of the divisions. At that last meeting, Alpine Meadows was awarded the outstanding Ski Patrol in the nation. That was the first time ever for a patrol from the Eastern Sierra Region.

Outstanding Ski Patrols seem to come a lot from Colorado. The Bay Area Patrol made it one year. The Eastern Sierra Region seemed to have been the black sheep of the Far West Division. The Far West Division seemed to be the black sheep on the national level. I don't know why. I don't think that that is so any longer. The western part of the United States has far more to offer the National Ski Patrol System at large than the eastern and central areas do. The national officers tend to come from the Rocky Mountain Division, which includes Denver where the home office is.

What I saw during the time that I was an administrator of the National Ski Patrol System was the continuing trend to become more businesslike in our dealings, more organized nationwide, more consistent throughout the organization. The standards remain high and they were enforced.

During the time that I was regional director and while I was on the national board, there was a big push to obtain a national charter for the National Ski Patrol System. The charter isn't given out very often. The American Red Cross has a national charter. The Civil Air Patrol has a national charter. There are few volunteer organizations that do. Most volunteer organizations are incorporated. They still have to obey corporation laws of whatever state that they are in. We were incorporated in New York State, primarily. Then I think that it was changed to Colorado. But that is where the articles of incorporation are. Sometimes there are problems with fund-raising. There is a problem of transferring information from state to state.

When I was divisional director, I had a legal advisor who was an attorney in Los Angeles. He communicated regularly with the national legal advisor, and sometimes it was when someone had filed an IRS form and not used the right wording in his form. He was called in for an audit to explain this. He couldn't explain his tax deduction, so the legal advisors got into this. Part of this was disparity in regulations state to state. There was a large thrust to get a national charter. One of the primary people who was behind this was Charlie Haskins. When he was national director, he started the whole ball rolling. When his term expired they continued it, and it took an awful lot of effort and a lot of letter writing to Congress. It was a special act of the U.S. Senate and the House of Representatives to enact a national charter. They finally got it

through a couple of years ago. So the National Ski Patrol System has a national charter now. It has made all the difference in the world. Now they don't have the problem fund-raising that they used to have. They can get very large donations on a nationwide basis to help run the national office and help offset some of the dues increases. You see much better research and equipment. We used to have to dig up funds from anywhere that we could find them.

We issued a manual at the national level in winter first aid. It is a specialty and not many people know very much about it. It is different from what the Red Cross teaches. If you have a person that has a sprained ankle and it occurs under the right circumstances, they can die from it, because of the environmental conditions. The shock that could be created from blood loss is extremely serious. Blood loss produces shock and if the person is not kept warm and it is a long way to shelter and medical aid, he can die from the shock alone. He can be injured and trapped somewhere and not far from the ski area.

During the morning you check out the toboggans and make sure that they are all ready, and you try and keep the basic hill covered all day. At the end of the day you collect all of the patrollers at the top of the mountain and you sweep the hill. By that, you ski the terrain and you try to make sure that everybody is off the hill. You generally search the confines of the ski area. You send people down the outside perimeters and down the main runs and through the trees. This is usually done in twilight at the end of the day.

The fear that I always had was that you would miss somebody—that somebody would be trapped up on the hill or injured. For some reason a person might be trapped or injured and no one knew he was up there, and you didn't get the word that someone was missing until maybe the next morning, when it would

be too late. It never did happen to me. I don't know of an incident like that ever happening. At the end of the day you are tired and you think we'll get down the hill and go in and have a beer or a hot buttered rum and relax a little bit. About halfway down you think, "Did I miss that area; did I miss that trail?" That's when the whole operation gets serious. I was involved in several accidents over a period of time. I put down on the statistic sheet that I treated about 200 accidents, but I kind of lost track. When you are skiing and seeing a lot of accidents you don't really treat a lot of serious ones. Usually it is a twisted knee or ankle. It is serious to that person, but not life-threatening. You bring those in and turn them over to the first aid room. Whoever is on duty there takes care of them. You go back out on the hill.

I remember one accident that I was not involved in, but it was a serious case, it was a severe accident. It was Rick Burgess, who used to be the Patrol leader at Slide Mountain. That was in 1959 and 1960. I believe that the accident happened in 1961. He was skiing down the Northwest Passage, which was part of Slide Mountain. (Mount Rose was not there at the time.) He took the Bull Whip cutoff. Rick was a fantastic skier and skied fast all the time. He was an excellent skier. He ran a ski underneath a tree root. There was not a lot of snow. He fell straight forward and literally tore his leg apart, below the knee.

The person skiing with him at the time was Lenny Hadlock, a good skier. Lenny was able to splint his leg with a ski pole. That is a technique that you learn. He did a very good job of it. I know that Rick had a lot of problems with the leg for several years afterward.

Another accident occurred when I was patrolling at Sky Tavern. It was right at the end of the day. We were coming down right before sweep and there was a boy of 14 or 15

years playing on some rocks over to the side. These kids were climbing on the rocks. A patrolman came up and told them that this was the end of the day. "Get your skis on and head back in."

The kid made some remark like, "I don't want to go in; I have to go to school tomorrow. I wish that I would break a leg," or something like that.

I was at the bottom of the hill when this kid came skiing down the mountain. He wasn't a very good skier; he could barely stand up on them. About 20 or 30 yards in front of me he fell. He fell to the side and rolled over, the tips of his skis dug in, and then they flopped over. The skis made a 180 degree turn, but his body rolled faster than his skis did. He broke both bones in both legs below the knee. We were there splinting him and trying to keep him warm and keeping him from screaming for about 30 minutes on the hill. We tried to straighten the legs to where you could get a splint on them. We couldn't do it without causing extreme pain. We splinted him exactly as he lay. We got him down below and called an ambulance. He missed a lot of school. He almost lost a leg. You don't think of broken legs as serious, at least most of the time. I don't know if the statistics hold in the last few years of medical marvels, but then we heard that 10 percent of leg breaks result in amputation.

I was going to ask you about the divisional board representative position. What years were you in that position, and what did you feel that you accomplished, and was it elective?

The divisional board representative was a position that was created within the Ski Patrol to balance the various populations of the divisions throughout the country. There was a large disparity in the number of patrolmen

registered in each division. The Far West had about 2000 to 3000 in its membership. The Eastern Division, which is centered around New England, had something like 5000 or 6000 members. The Central Division, which was centered around the Great Lakes, had about the same. The Southern Division had maybe less than the Eastern Sierra Region. The divisions were various in size. There was quite a large difference in their populations.

In 1969 to 1970, by the time I became regional director, there was a movement nationally to try to balance the voting power on the national board. The compromise that was reached was to assign additional board representatives to those more populous divisions. The Far West gained 2 board representatives on the national board, and the Far West Division decided to make those elective positions because they were representing the Patrol at large, and also to make them assistant divisional directors. So if you were a board representative in the Far West Division, you were an assistant divisional director. The bylaws were changed to accomplish that. However, the voting power on the divisional board was limited. If you were a national board representative you took direction from the divisional board, but you didn't have a vote on the Far West divisional board. You were an ex-officio member of the divisional board. There were some reasons for that, because we felt that the regional directors were the voting members of the divisional board.

We wanted representation of each region, the same as the national wanted national representation of each division on the national board. We felt that we could be apportioned rather than have members-at-large on the divisional board voting simply as a block. Because of this the position was created in the Far West Division, and in about

1972 it became official. During that period of time it tended to become a stepping stone to the divisional office.

My last term as regional director expired in 1976; I then ran for the office of divisional board representative. I was elected to that position and I held that position for 2 years. The work that was involved was on the national board, serving as a committee member or committee chairman. The secondary function of that job was to assist the divisional director.

Pretty much at that time I maintained my patrolman status. I patrolled at areas throughout the Eastern Sierra Region. I patrolled at Tannenbaum and considered that my home area. The national board meetings were always twice a year, and sometimes special meetings were called. The divisional meetings were held twice a year. Then I also attended most of the Eastern Sierra meetings as an ex-director. The ex-director did serve on the regional board, too.

I was quite busy but more in an administrative function than in any other way. So the patrolling was at Tannenbaum, which was a very small area. I visited other areas as an administrator.

During the time that I was regional director, there was also a movement going on at the national office to better the relationship with professional patrolmen. Initially many areas in the 1940's and before World War II didn't have any first aid equipment or people to aid in rescue of an injured skier. There weren't that many ski areas. It wasn't such a big problem. The skiing industry flourished, and in much of the United States the National Ski Patrol served as the rescue operation in case of ski accidents.

The National Ski Patrol is organized primarily of volunteers that work during the week. So weekends were when they patrolled and volunteered. It was always hard to find

volunteers to do weekday duty. Most areas had a few people who were members of the National Ski Patrol System or who at least had an advanced first aid card. They might serve as lift operators or might be the area managers in the very small areas. That could fulfill a rescue operation midweek when no volunteers were available. Now, as the areas grew larger and larger they started hiring people to fulfill this midweek task. It became the basis for the professional ski patrol. A lot of these people were members of the National Ski Patrol System, whether current members or past members. As the areas grew more conscious of their liabilities in the rescue field, they started feeling a need to have trained, full-time personnel on their staff to perform rescue operations. The larger areas more often had a nucleus of professional patrolmen, and that nucleus was augmented on the weekend by volunteer patrolmen.

Some areas elected to eliminate any use of volunteer patrolmen. One I can cite is Mammoth. Mammoth is quite a ways from a population center, and most volunteers generally live in population centers. Dependability is another problem. A volunteer is a volunteer; you can attempt to have them punch a time clock, but when the regimentation becomes like a job, then he prefers to earn his living in another field. In the Eastern Sierra Region we always had a difficult time getting volunteers to conform and commit to a finely detailed schedule. Something always comes up: they had another engagement come up on the weekend, they had to take a trip; they were sick; it was too cloudy, windy; the snow wasn't right. The National Patrol System had a requirement that all patrollers had to patrol at least 10 days a year to maintain a membership. Most of the really active ones patrolled 30 times a year. Some had a rough time making that 10-day

requirement. So in a lot of cases, because of the shortcomings of the volunteer system, the professional system seemed to grow.

At the first start of the professional activities, the people were not very well trained in first aid. They met what the area required them to meet. There was no sanctioning body that said that professionals must meet a certain level of training to work in that field. Some areas had them do avalanche control work and some areas wouldn't let them. Some had first aid cards and some found an instructor to give them a first aid card with very little training. There were very good ones, such as at Mammoth, that could set a role model for anyone in the country. And there were some very poor ones, such as the owner's son in a small area who went out to get a first aid card just to fulfill the state requirements for a rescue.

Late in the 1960s, the Professional Ski Patrol Association was formed. Its task was to attempt to obtain the membership of professional ski patrollers and to develop standards for them. Also, its task was to develop a national leadership to coordinate their activities nationwide. It was kind of like a union. They had the same ideas to elevate the activity, to give them a way to go up in ski area management. Some training was offered. They had to meet some standards for avalanche control work and other areas that a volunteer would not get into.

Later on they formed a clinic each year. There was one in the West and one in the central areas. They would bring professional patrolmen together, and it was much like the ski instructors clinics at Sky Tavern. They would give them an associate rating or a certified rating. To get a certified Ski Patrol rating you had to be very good and not average.

During the time that I was regional director, the divisional director was Orbel Apperson. He was an outgoing and dynamic person in that job. He worked with the national board, and the first step was to form within the division level a board member that was a member of the Professional Ski Patrol Association, and also a member of the volunteer association of the National Ski Patrol. The first director of that was John Frenette, who at that time was professional patrol leader at Incline Village. A good friend of mine recommended him for the job. He went ahead and became the representative to our divisional board.

That program, on the basis of that appointment, was to establish within the NSPS (National Ski Patrol System) a program called the certified ski patroller program. That meant that a volunteer Patrol leader or patroller of any other status whose standards were so high and his accomplishments so well rounded that he was considered well above the average patrolman would be recommended to go to the PSPA (Professional Ski Patrol Association) certification test for training and, hopefully, acceptance and certification as a certified ski patroller. Then, within the NSPS we created the position of certified ski patroller.

At first there were 6 created in the Far West through that test, and these were all volunteers competing against full-time professional ski patrollers. I had an awful lot of help assisting in that program, and starting the program and supporting it as a regional director of the divisional board, and then as a board representative on the national board. I believe very strongly in the certified program. Dave Patterson was a divisional director prior to when I became divisional director. He was divisional director when I was a board representative. He became a certified ski patroller by passing the test that

was held at Mammoth. It was an exceptional test. I worked on training people for the first aid portion of the test. You had to pass a test in avalanche control work, skiing proficiency, toboggan handling proficiency, first aid proficiency. The first aid level for that test was at least EMT (Emergency Medical Technician) level that you are given now. It was not only a practical skills (knees in the snow) type test; it was also a test that tested your judgmental skills and procedural skills. For instance, what would you do in what type of accident, and what would you do first? You were quizzed constantly while you were taking the test. I helped in training of that and I attempted the skiing portion, but I didn't have that much skiing skill. When they were training people to take the test, I went along with them and had a lot of fun. I wasn't up to skiing that steep a face under those conditions.

Did they have an avalanche portion where you had to demonstrate all that is known at this time about handling the dynamite?

Professional ski patrollers generally handle avalanches in an area. Some volunteers assist if they are under the umbrella insurance coverage of the area. They would have to be covered by the local area. The professional patrollers have to know an awful lot about explosives and about handling explosives. They have to know where to plant dynamite charges. They have to know the handling and storage regulations for dynamite and other explosives. That is part of the test. Another part of it is where do you throw the charges and what do you look for and what are the procedures and what records do you keep. They have to know about snow depth and crystal formation. You keep constant weather data on an area. Alpine Meadows has a tremendous amount of information that

they log, and that is all part of the avalanche forecasting procedures.

Do you want to make a comment on that avalanche in 1982 at Alpine Meadows?

It seems like the area through some method of prediction might have been able to forecast that the avalanche was going to occur, and to have saved a lot of damage and loss of life that occurred in that. I might say that the man that probably knew as much about avalanche forecasting as anyone in the Sierra was killed in the avalanche. That was Bernie Kingrey. He was doing what he should have been doing at the time of the avalanche—trying to get information as the storm progressed, so that they could do the control work at the earliest possible moment. It was an extremely unique and heavy storm, and it surpassed the data that they had from the past. It was a situation where it didn't matter who was there at the time, that avalanche was going to come down. Avalanches are predictable to one point, and when you overload the snow mass and its frictional cohesion—when it gets beyond what the snow can resist and how well the snow can bind itself together—then it is going to avalanche.

Did that avalanche start in the Upper Beaver, or was that the cornice coming off the Summit Chair?

I don't think that it came from that direction at all. Without dwelling on the point, I believe that it came from behind the lift. It may have come from Beaver, but it was back up to the right as you look up the hill, rather than off the Summit Chair. The Beaver Chair... there was an avalanche there a couple of years before. There was one person or 2 people killed in that avalanche. Pierre Mousset-Jones

was skiing that lift at the time. He was riding the Beaver Chair and was going up when the avalanche went. He said that if he had been on the other cycle, skiing down, he would have been caught. There was a group of people skiing the run through the deep powder snow when the avalanche occurred, and he could see it all from the chairlift. The Beaver Chair avalanche was about 2 years before the major one at the lodge. This was 1978 or 1979.

The certification program was one of the most important things that was done within the Ski Patrol System over the last 10-year period of time, to elevate the status of the Ski Patrol in the eyes of ski area management and of the professional ski patrol. First of all the professional ski patrol started out at varying levels. When they first started, they filled a need and there was a large disparity in their quality of performance. The National Ski Patrol at the same time was trying to get its act together and to coordinate the various differences within the Patrol System. That primarily was the differences in proficiency from area to area. One area—let's take a small area—might have a patrol that was still doing stem christies. Another area might have patrollers that were capable of skiing anything in the country, and doing it well. They were Olympic-class skiers, you might say. That was really the range within the National Patrol System. The senior testing program that we had talked about, and the first aid proficiency training program that we had talked about previously, were steps to elevate the proficiency of the National Ski Patrol System. The professionals, in a lot of cases, were not really organized and were really just paid ski patrollers. They didn't begin to straighten out their act or become organized on a nationwide basis until the PSPA was formed. PSPA did the same test that NSPS did. They brought up their levels to a high

degree of proficiency since they were full-time employees. When they started coordinating their activities, they became very good at what they did. In no way do I want to undermine the qualities of the Professional Ski Patrol Association.

In some areas, where volunteers and professionals were both at the area, there tended to be some friction between the 2 organizations. The friction was caused by several things. The primary friction was that here were volunteers doing a job that the pros were getting paid for. I won't name the area, but I know of one area where they came to us and said that we have a staff of 10 paid professional ski patrollers and it is costing us too much money. I'd like to get volunteers up there this weekend so we could lay them all off. Well, we certainly weren't impressed by this turn of events, but at the same time we would like to have that area accept volunteer patrollers on a part-time basis. We didn't want to displace professional ski patrollers and didn't intend to. The program that we offered, as a compromise, was "We will come up to your area this weekend, myself and a section chief, review the area and see if we can't make an arrangement so that we can train volunteers to work with your staff to see if you like us and we like you." That worked out to be a compromise.

They did lay off some other people, but not because of volunteer patrollers. Over that year we were able to cement relationships with an area management that we wouldn't have done otherwise. Because of our compromise, we worked well with the professional ski patrol. They realized that we weren't just suddenly coming in to take their jobs. We were also very careful to send very qualified and personable volunteers to represent the National Ski Patrol System at that ski area.

The proficiency of the full-time professional patrol at major areas became

higher than we could attain by part-time volunteer patrollers. Alpine Meadows was an example. It was the best organized volunteer patrol in the country. The professional patrollers at Alpine Meadows were as good as they come also, as professional patrollers. There were several volunteers that didn't come up to the standards of the professional patrol at that area. Because they had patrolled there for many years, they allowed them to continue to patrol. But every time you see a red parka on the hill, and you see, in this case, an old patroller that still skis a stem turn on the hill, it casts in the public's eye an opinion of what the quality of the whole patrol system was. It took 4 or 5 years of time, but eventually the professional patrol was able to convince these people that really they should be skiing at a smaller area, and that they really shouldn't be skiing at that area. Even though they were good first aiders, their ski level wasn't good enough to ski at Alpine. So as long as those conditions were allowed, as long as we allowed our older patrollers (sometimes it was beginning patrolmen who couldn't ski that well) to perform tasks on a senior hill, there was conflict from that point. There was conflict because we weren't as proficient as the professionals were.

The certified program convinced the Professional Ski Patrol Association that NSPS did have those people that could perform the tasks as well as they could. They might have proficiency levels that were higher than most of the volunteer system, but we had people who could show them a thing or 2. They didn't know everything about the patrolling activities. You get a volunteer who works generally only on weekends in the winter, and you get him to go to their highest test and pass it, and on the first time 6 of our people passed their test. Over the years we were averaging about 4 people a year passing

it. Everybody began to sit up and take notice. Then we used these people who were certified patrollers to feed back into the National Ski Patrol System: to travel from area to area and ski with professional patrollers at different areas, and also to help upgrade our volunteer patrol at those areas. It became an infusion of very good skiing ability and very good proficiency levels throughout the system. You can see some of the results of that directly at Sky Tavern.

As divisional director, you get to give out awards; they were a lot more rewarding to give out than to be on the receiving end. One of those awards that we gave was to Phillip Mott, the professional ski patrol leader at Squaw Valley when the large tram accident occurred [in 1978]—the main tram up at Squaw Valley. We awarded him the highest award that the Ski Patrol has to offer, and that is the purple merit star for saving a life. He was the first one who climbed into the tram when it was suspended above the ground, and started removing injured people from it. I don't remember the details on it and it has been some time ago, but I'm sure that he went up the tower. There was a group that went up the tower tram and down the cable to the car. I am sure that is what he did. They lowered ropes for other people to go directly down.

The one tram that was in the accident was up near the top terminal. The alternate tram on that system was suspended several hundred feet above the valley floor. No one was injured in that one, but there was no way to get them out. The trains are both connected on the cable system. One is always opposite the other; one is coming down when the other one is coming up. So the other one was locked into position, too. They had to develop a system of lowering people out of that tram, and it was quite a rescue operation.

Some things happen coincidentally. The thing that happened there was that the San Francisco Ski Patrol, which is a metropolitan patrol, were having their year-end party, and they had all brought potluck meals and salads, and they had food and drink all spread out in this one room. The rescue order came, and they were in Street clothes because they had finished for the day and were getting ready for this party. They all immediately went out on this rescue operation. I know Ed Cross, a member of the Bay Area Region—El Gran Diablo Patrol was his home patrol—he went out there in street clothes and was trying to lower people out of that suspended tram. As I recall, for people that were in the tram, hypothermia was a concern, because the tram was open. It was opened up like a tin can. There were some patrolmen that weren't in much better shape after they had been out there for some time.

Giving out awards, I remember Phillip Mott more than anyone for his bravery in that incident. I was also able to give out national appointment awards, and that is something that every patroller wants to achieve and not something that very many do. One of the things that we attempted to do in the Eastern Sierra Region when I went in was to upgrade the award program so people who deserved awards got them. I think that in any voluntary organization you have to recognize people when they do something that is expected of them or do something outstanding. Really, there isn't a lot more that you get out of a volunteer organization.

When I was on a plane coming back from Denver (I was visiting the national office) I was sitting on an aisle seat, and across the aisle from me I recognized Alex Cushing, who is the owner of Squaw Valley. He and I were talking back and forth, coming back on the plane. After the tram accident, there

was a big play in the newspapers about how unsafe conditions were at Squaw Valley. His biggest concern was the reputation that the area received because of that accident. They had done everything that they could have done to correct anything that would have occurred, and because of that tram accident he was afraid that people wouldn't ski at Squaw Valley. During the conversation he assured me many times that there was nothing in that tram accident that they could have prevented by inspection. Their lifts were safe and met every requirement of the California Inspection Area and of the National Ski Operators Association and of the Forest Service, which they are permittees from. His thrust at that time was to try and correct the reputation they had achieved by the tram accident.

Alex Cushing has been around for some time at Squaw Valley and has many enemies and many friends in the ski area business. He certainly has a reputation both good and bad depending on who you talk to. But he was very sincere about that situation; he was very sorry and apologetic about it happening in the first place. I think that it hit him very hard. I asked what was the best thing that we could do to help Squaw Valley. He said, "Please come up and ski and tell others that Squaw Valley is really a good place to ski!"

What can you tell me about the development of the Tannenbaum Ski Area?

Tannenbaum started around 1961 or 1962. Aleta Hursh was kind of the first person that patrolled the area. She spent quite a bit of time at Tannenbaum, and she took quite a lot of the responsibility to see that it had patrol coverage. Over the years there were several different people who worked there. Don Shanks, Bob Tankersley and I were there for

some period of time. We all liked it because it was a family area. My kids learned to ski there. It was a place where you could take the little kids and they could learn to ski and not be in a hazardous area from faster skiers skiing through the beginner area. There was a large array of back trails, and little kids just loved to zoom through the trees. You'd see them all over the back trails jumping and skiing well. I skied there as a patroller quite a bit. I only remember one accident that was a known fracture. It was a man on the main hill who took a pretty severe crash and broke his leg. I remember a little boy that was injured on the back trail; he went over the edge of the trail and hit a tree and slashed his forehead, and all the kids were commenting how bloody the trail was and really made a big thing about it. The first aid room there was well equipped.

I think that the primary thing about Tannenbaum that made it worth skiing was that the attitude of the skiing management was like one big family, a family operation. The owners were Bud and Grace Schoenfeld; they were also the area operators and their kids also learned to ski there. They turned into excellent skiers.

Who put the lift in there?

Bud Schoenfeld. There was another man involved with him when he started it. His name was Frank Hagemester. There were 2 or 3 other people, also. The group of people bought the lift from the old Sierra Ski Ranch up on Echo Summit. They bought that T-bar, moved it, and reinstalled it at Tannenbaum. I remember when they were operating it they were constantly trying to keep it running. They had a poma lift and rope tow on the upper beginning areas.

One of the advantages that Tannenbaum had, and the real success that they had, was

in night skiing. They had a good hill for night skiing. They were in a good location—it was right near the Christmas Tree Inn and the Rosemont Lodge, as it was then. (Now it is called the Reindeer Lodge.) The hill was excellently laid out for night skiing, and you could light it without too many lights. Their overhead was quite a bit lower because of that. They could charge less, and they would have crowds at night larger than they would have during the daytime.

They built the basement first, and they were always going to build the main lodge on top of that. What they used as a lodge was the basement of a future main lodge. It never got past the basement stage. Bud built that. They had a disadvantage, as most areas at that elevation in the Sierras do—7000 feet was the top of their hill. If you compare it with across the mountains, Boreal Ridge has their base parking lot at 7000 feet. So most of the areas within the Sierras go from 7000 feet up. Tannenbaum went from 7000 feet down. In a lot of storms your snow level is at the 7000-foot level. As you know, if you cross Donner Summit, a lot of times it will be barely snow at the top. So in a warm winter they didn't have any snow, or very little. Generally, their problem was having enough snow to operate the hill.

They had several people who worked there as ski area managers. Dick Jackson was the ski manager at Tannenbaum. He used the expression that you have to “farm” the ski area just like you would a wheat farm. You have to control your assets by moving them around. He would use a Sno-Cat and a regular harrow and packers, and they would pick up snow from one place to another, and they would pack it and groom it. They would break up moguls and ice, and because of their management of the snow, they were able to prolong their season and get a lot more out of it than they would any other way.

I don't know exactly what prompted Bud to sell out, except that he was able to get a reasonable price for the area, and his construction business, Tannenbaum Construction, in Reno was increasing and taking more and more of his time. The last couple of years Grace was up there more than Bud. They didn't sell it to anyone as a ski area. The buyers were going to develop condominiums or lots. When they sold it, it wasn't operated as a ski area. I guess that happened about 5 years ago.

Do you remember the incident—Bud and Grace talked about this—3 boys were going to ski down Tannenbaum, and it was late in the afternoon. They were going to ski down the Christmas Tree Inn side, and they missed going down where they usually did. They were supposed to meet their mom at Galena, and the oldest boy kept the others warm all night.

I wasn't involved in it, but I do remember the incident. There was a kind of a sidelight to that. In the late 1960s there was an accident up near Hunter Lake Road. A snowmobile group that wanted to go up in that area at night lost a member on the way up to Hunter Lake. In a snowmobile you can't hear much of anything, but they kind of checked with each other. An avalanche came down and trapped this man in the snowmobile that was the last one in line, and he died in the avalanche. Because of that, the snowmobile group wanted to form some sort of a rescue group for themselves and to assist the sheriff's office or anyone else who needed over-snow rescue in the winter. Somehow we were contacted. (I was regional director; it must have been after 1970.) We met several times with them and put on avalanche procedures and rescue talks and some training up on the hill. Don Shanks was the primary trainer because he was avalanche

advisor in the Eastern Sierra. We gave several slide shows to their entire group. They formed a little specialty group, and were trained in a survival course on Donner Summit by a man by the name of Odd Bjørke. Odd Bjørke was the ski instructor I had when I was on the Stead Ski Team. That was quite a coincidence. They went ahead and formed a rescue group, and I think that they are still active today. We felt pretty good about having a hand in their organization. They were paramount in the rescue of those 3 boys.

I was going to ask you about the Petite Chalet, better known as the lodge at Slide Mountain. What did you know about that building?

I am sure you are aware that Slide Mountain had the alternate downhill course for the 1960 Winter Olympics. It was to start at the top of Gold Run, and the only chairlift at that time—now the Pioneer lift; they used to call it the old Ringer Chair—came down across the flat and dropped into the ravine below Washoe Zephyr and down straight below the lodge a quarter to a half mile. That was a steep outrun. That was an alternate downhill course in case the downhill course at Squaw Valley didn't have enough snow or was unusable for some reason.

My understanding was because of that alternate location, they built the Petite Chalet as a base building for the alternate downhill course. I know that the state of Nevada put some funds in that. The land at the base of Slide is owned by Washoe County; it is on a lease to Slide Mountain management, so it was built on county property. As far as I know, when it was first leased it was not to be used as a bar, but as a warming hut and a lunch area, and some particular use of it originally had to do with the children or junior program use.

When Wes Howell took over, one of the conditions of his lease with the county was that he be able to use the Petite Chalet as a lodge. Now, several times before that the Petite Chalet was used periodically as a bar. It was not supposed to be. Anyway, that is what I understood. But the whole base facility at Slide Mountain is county owned and is leased back to management. When Cal Gunn and Cathcart took over, they got the lease extended. Wes had a 50-year lease, and I think that they got it extended some additional time.

The Ski Patrol hut used to be in the base of the bullwheel building at the base of the Ringer Chair. It was very small in the first place, and there were only 3 bunk beds in there. There was no room for supplies. The great dynamite incident occurred one time when the Ski Patrol leader discovered dynamite was being stored in the attic over the first aid room. That was in about 1959 or 1960. The National Ski Patrol moved off the hill in hopes of having the dynamite removed, and I believe that it was removed. The end result was that the Ski Patrol came up there in the spring when the Silver Dollar Derby Race was run on the hill, and as far as I know they have been there ever since. It pointed out the need at that time for a Ski Patrol hut and for at least a good first aid room that wasn't used as a lift storage building. To go along with that, the people who ran the lift had no place for themselves—no place to keep their equipment or to eat lunch or take a break without going in the main lodge. So when Wes Howell became manager, we started a fund-raising program and built the A-frame building that is still there.

Mount Rose was formed from the original privately-owned property that included Sky Tavern and went to the top of Slide Mountain. All the area that is the Mount Rose Ski Area

today was part of the old [Mount Rose] Upski Corporation. In 1961 I did some sketches of the proposed area for a man by the name of Bruce Nichols, who worked for the [Mount Rose] Upski Corporation. He used to run the lifts at Sky Tavern when it was a commercial area. All we did was try to show what could possibly be done up there. They were trying to open a subdivision which would be presently just along the Mount Rose Highway just uphill a quarter of a mile from the present Mount Rose parking lot, on the Mount Rose side of the road. I bought a lot in there, and we were getting ready to build a house in there when they withdrew the subdivision and refunded everybody's money. Shortly after that they were starting to develop the Mount Rose Ski Area. Somewhere along the way the whole area of Sky Tavern and the Mount Rose properties were all sold.

I don't think that Jim Luescher was the primary owner, but I think that he had backing from the Hansen brothers or a name similar to that. They operated the Sky Tavern area for a year or so while they were building the Mount Rose area. While the Mount Rose area was in operation they arranged to sell the Sky Tavern Lodge to the city. Actually the city of Reno and Washoe County and Sparks all helped buy the original Sky Tavern area. I worked for Washoe County when that was done, and I worked for Washoe County from 1966 until 1971. It was 1966 or 1967 that Reno and Washoe County and Sparks bought Sky Tavern. remember that Washoe County's contribution was about \$95,000.

When they built the Mount Rose area they built the lodge in a couple of stages. I really don't have a very good history of how the lodge was built. I wasn't there at the time. The first few years that it opened, it didn't do a lot of business. They built the lift that goes up the Northwest Passage, and then the built

a T-bar that went up into the Kit Carson area. Then they built the Ponderosa Chair, that was a beginning chair, and those 3 lifts were the first original lifts. The Northwest Passage lift was prone to wind stoppage. That chair, I don't know whether they located it there on purpose or not. It was a direct route to the top of the mountain. I'm sure that if they had other choices that they would have put it somewhere else.

The Bull Whip area was between the chutes and Northwest Passage. As you went up the chair, the original Northwest came out a little bit to the right of the Northwest Chair. The Kit Carson Run went over to the top of the T-bar near the top of the Ponderosa Chair and then came down approximately to the base of the Ponderosa. Then there was the Around the World Run, and I had never skied that before they opened the area. Bull Whip was a way to cut back down to the Foothill Trail. Bull Whip came right down where the chairlift was. They didn't actually call it Bull Whip after they built the chair. Bull Whip was a trail that went between Northwest and the chutes. Northwest went directly. You used to ski down Northwest and you used to ski directly to the flat at the bottom. The old highway went right through that meadow below the lodge. Then you would ski down the old highway until you could cut across to the top of Sky Tavern. So right in that area, if you skied down Bull Whip it would bring you out too low to get back on to the Sky Tavern area, so that you used it to get down to the only highway that was open.

The skiers in the Eastern Sierra area tended to go where they felt welcome, and they would patrol there and be quite loyal to it. But they really resisted regimentation and they wanted to be treated like volunteers. They felt like they could patrol an area if they were needed, but they didn't want to be scheduled specifically. Because of that independence,

Mount Rose had problems in their first years getting an adequate number of local volunteer patrollers. The money supply dictated that they couldn't hire a full complement of professional patrol. So the Bay Area patrols were always looking for an area that they could train candidates and new patrollers. In turn for a place to train, they would pretty much make a definite commitment to an area, to furnish so many patrollers on any given weekend day. El Gran Diablo Patrol did make that arrangement with Mount Rose in the early 1970s, and they conducted senior and local tests and toboggan training on the hill for their patrollers. They did do most of the patrolling on that hill.

The Carson City Patrol continued to send representatives, and there were some members of the Reno Patrol that skied on Mount Rose in the early days. A lot of the Reno patrollers went to Mount Rose after Frank Cathcart and Cal Gunn took over Slide. Several of them left the Slide Mountain area. As people like an area, then they get lot of patrollers there, and then there are too many. That fills up the uphill transportation facilities and the parking lot, and then the area management complains and the patrol leaves. That cycle has gone on forever, and I guess it will continue.

Don Smith, or Smitty—no one ever knew him as Don—was a fixture on Slide Mountain from the time that I started skiing there. He was the hill manager all the time that Wes Howell was there. He was there the first part of the period of time that Frank Cathcart and Cal Gunn were there. I don't remember exactly when Smitty left the area. When Wes was there they designed the directional signs, and they show this little short guy with a stocking cap over his eyes saying, "Unload here," or "Load here." He was kind of like a marine sergeant. Everybody that knew him

very well liked him. If you knew him just in passing, you didn't know what he was. He was kind of abrasive and sounded very gruff and certainly didn't sound very friendly. He was an excellent person, and he ran the lifts very well.

Smitty probably knew the Ringer Chair and the Ringer Chair operation better than anyone in the Sierras. The Ringer Chair was built in Germany, and the instructions were German. Smitty had learned every intricacy and every shortcoming and every button to push on the Ringer Chair to keep it operating. In 1965, that chair was getting on to 15 or 16 years old, and there weren't a lot of parts available. After the lower chair was closed down it was cannibalized for parts. So Smitty was an important asset to the Slide Mountain operation, just to keep that chair lift running if for no other reason. He was a fixture in the area, and all the people that skied there all the time knew him and thought the world of him.

Smitty was bald-headed, but he always wore a stocking hat. He usually kept it pulled down low over his eyes. He always wore ski clothes, and he wore old leather ski boots most of the time. Smitty did ski and I can recall seeing him on skis a couple of times, but it was very rare to see him on skis. We were up there on weekends. He did ski during the midweek once in a while. I know that in the off-season he either lived or worked in the Bay Area. Another thing that I remember about him was his habit of smoking a cigarette with a long cigarette holder. He was a very well-dressed person when he wasn't on the ski hill. Other than that, I don't know his background. I didn't know his family or anything about him personally. I do know that he died several years after he left Slide Mountain, in the later part of the 1960s.

Is there anything else about the Ski Patrol that you would like to talk about?

It is hard to sum up that long a period of time. I would think that the things that I got from the Ski Patrol were generally a feeling that we accomplished a lot. We actually rescued a large amount of people. When I stop and think about how many splints I have put on over the years, I would think that I splinted around 200 or 300 injuries. I don't know that those injuries were all breaks or severe, but they were at least suspected fractures. One of those was my niece on a skiing trip at Slide Mountain. She fell and ended up with a leg fracture. I splinted her and brought her down in the toboggan. She was about 9 years old at the time.

I have met a lot of people in the Ski Patrol that I will consider friends for the rest of my life. I think that during my time as regional director in particular, we actually accomplished some things. We made the organization a better service to the public. In particular, we made the coordination of Ski Patrol efforts throughout the Tahoe Basin a priority, whereas before there was no coordination at all. There was a general raising of the standards in the Patrol System. I like to think that I contributed to that, and, to some extent, to the national organization.

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A

Accidents/injuries, ski-related,
32, 61, 73-74, 77, 87-89, 90,
93, 100-101; avalanches,
66, 82-83, 93; first aid
procedures. See First Aid
Training; rescue procedures,
27-28, 33, 36, 41-43, 57-58,
63-64, 66, 71-74, 77, 87-88,
93-94, 100-101
Air Force, U.S., survival
training. See Stead Air
Force Base
Alle, Emil, 10
Alpine Meadows (North Lake
Tahoe, California). See
Ski Areas
Anton, Connie, 55, 59
Apperson, Orbel, 79
Avalanches, 27, 66, 81-83, 93;
Control/training, 66, 81-82;
at Alpine Meadows, 82-83; at
Hunter Lake, 93

B

Bidell, Ellen, 55, 59
Bidell, Steve, 58, 59
Björke, Odd, 20, 93
Burgess, Rick, 21, 73

C

Cathcart, Frank, 34, 45, 47-48,
51, 54-55, 56, 57, 58, 95,
98, 99
Cushing, Alex, 89

D

Davidson, "Smokey", 24, 31, 35,
46

F

First Aid Training, ski-
related, 35, 39-43, 57-58,
71-72, 73-74, 77, 81, 100-
101; and American Red Cross,
24, 35, 40, 71; and
facilities, 52, 54, 57, 90,
95; instructors/instruction,
35, 37-38, 39-41, 43-44, 65-
66, 71-74, 78-79; rescue and
evacuation, 27-28, 34-36,
39-43, 57-58; tests, 65-66,
87
Flood, 1955 (Reno), 15
Frenette, John, 80

G

Gunn, Cal, 34, 54, 95, 98, 99

H

Hale, Alan, 52, 59, 67
Haskins, Charlie, 71
Heavenly Valley (South Lake
Tahoe, California). See
Ski Areas
Hilltop Lodge (Truckee,
California). See Ski Areas
Holland, Keith, 48, 49
Howell, Wes, 34, 41, 42, 54,
94, 95, 99
Hursh, Aleta, 37, 90
Hursh, Jack, 31, 35, 39, 49

J

Jackson, Dick, 92
Jones, Ken, 38-39, 42-43, 48,
59
Junior (all-girl) Ski Patrol,
Sky Tavern/Slide Mountain,
55, 57, 58-59

K

Kees, Jim, 52, 54
Kingrey, Bernie, 37-38, 82

L

Luescher, Jim, 25, 56, 96

M

Mammoth Mountain (California).
See Ski Areas
Mazerall, Joe, 13, 24, 34
Mount Rose (Mount Rose Highway,
Washoe County, Nevada),
See Ski Areas
Mount Rose Highway, 19, 25-26,
97-98
Mount Rose Upski Corporation,
25, 96
Mousset-Jones, Pierre, 83

N

National Ski Patrol, 28-31, 37,
39-41, 44, 49-51, 53, 61, 62-
63, 69-70, 74-76, 77;
awards, 69-70, 87-88;
organization/leadership, 28-
31, 37, 49-51, 62-63, 64-66,
69-71, 74-76, 79-80; profi-
ciency testing/requirements,
34, 38, 39, 45-48, 58, 80-81,
83-84; and Ski Areas. See
Ski Areas
National Ski Patrol System
(NSPS) Regions: Bay Area
Region, 46, 67, 68, 70,
88, 98
Eastern Sierra Region, 29-
30, 37-39, 43-44, 48-51,
59-68, 69-70, 74-76, 76-
78, 79-80, 93-94, 98, 100-
101; organization/leader-
ship, 38-39, 43-44, 48-
51, 61-66, 67, 76; local

area patrols, 29-30, 52-
54, 59-60;

Far West Division, 30, 45-
46, 62, 64, 69, 70, 74-76
Mother Lode Region, 30, 39

O

Olympics, U.S., 1960, 23, 94

P

Pacific Northwest (Washington).
See Ski Areas
Pink, Herb, 47, 48, 49
Professional Ski Patrol, 53,
77-79, 80, 81, 83, 84-87;
and Professional Ski Patrol
Association (PSPA), 79-80,
84

R

Rendell, Bill, 37, 48
Reno Junior Ski Program (Sky
Tavern), 22, 57, 58, 61
Reno Ski Patrol, 28, 31-34, 35,
39, 40-44, 45-57, 69, 95,
98; and first aid training.
See First Aid Training;
and Junior (all-girl) Ski
Patrol, 55, 58; leadership,
38-39, 40, 43-44, 50-51; at
Mount Rose. See Ski Areas:
Mount Rose; and Reno Junior
Ski Program, 57-58; at Sky
Tavern. See Ski Areas: Sky
Tavern; at Slide Mountain.
See Ski Areas: Slide
Mountain

S

Schoenfeld, Bud, 90-91, 92
Schoenfeld, Grace, 90, 92
Shanks, Don, 52, 60, 69, 90, 93

Ski Areas: Alpine Meadows
(North Lake Tahoe,
California), 30, 59, 66-70,
82, 85-86; ski patrol
at, 66, 67, 68, 69-70,
85-86
Hilltop Lodge (Truckee,
California), 30, 59-60
Heavenly Valley (South Lake
Tahoe, California), 29,
59, 66, 67, 68; ski
patrols at, 66, 67, 68
Mammoth Mountain (California)
53, 78, 79; ski patrol at,
53, 79
Mount Rose (Mount Rose High-
way, Washoe County,
Nevada), 25, 27, 29, 56-
57, 59, 66, 67, 95-96, 97-
98; ski patrol at, 56-57,
66, 67, 98
Pacific Northwest (Washing-
ton), 1-2, 4, 7-8
Sky Tavern (Mount Rose
Highway, Washoe County,
Nevada), 19-20, 22, 23, 24,
25-26, 33-34, 57, 58, 61,
66, 73-74, 96; ski patrol
at, 22, 29, 31, 33-34, 35,
52, 54, 55-56, 57-58, 61,
64, 66, 73-74, 87
Slide Mountain (Mount Rose
Highway, Washoe County,
Nevada), 19-20, 26-28,
33-34, 41, 42-43, 52, 53-
54, 55-56, 58, 66, 73, 94-
95; ski patrol at, 27-28,
29, 31-33, 34, 41-43, 45,
52-56, 58-59, 66, 98
Squaw Valley (California),
29, 59, 66, 87-88, 89;
ski patrol at, 66; tram
accident (1978), 87-88,
89
Tannenbaum (Mount Rose High-
way, Washoe County,
Nevada), 30, 59, 90-93;
ski patrol at, 76, 77, 90
Ski equipment, 2, 11, 22-23, 61;
bindings, 2, 4, 20, 61;

boots, 2, 8; clothing, 8-9;
poles, 11; repair, 4; skis,
2, 4-6, 11, 20-21, 22-23;
sleds/toboggans, 36; waxes,
4-6
Skiing hazards, 62-63. See
also: Accidents/injuries,
ski-related; Avalanches
Skiing techniques, 3-4, 6, 10-
11, 24; Arlberg method, 3,
10-11; Christy, 11; ski
jumping, 20-21; Telemark
turn, 3-4
Ski lifts, 17-18, 23, 87-89,
97, 99
Ski lodges, 9-10, 25, 91, 94-
95, 96, 97
Ski Patrols. See: National
Ski Patrol; Ski Areas
Sky Tavern (Mount Rose High-
way, Washoe County, Nevada).
See Ski Areas
Slide Mountain (Mount Rose
Highway, Washoe County,
Nevada). See Ski Areas
Smith, Don "Smitty", 24-25, 42,
99-100
Squaw Valley (California).
See Ski Areas
Stanley, Leon, 31, 48, 51
Stead Air Force Base (Reno),
10, 12, 13-14, 16; ski
patrol at, 24, 31, 34; ski
team, 19, 20, 21-22, 23, 24;
survival training at, 12-17
Stevenson, Carol, 43, 52

T

Tankersley, Bob "Tex", 16, 52,
69, 90
Tannenbaum (Mount Rose Highway,
Washoe County, Nevada). See
Ski Areas

W

Wykoff, Don, 48, 52, 54, 57

